REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,366.—New Series. BOMBAY :—TUESDAY, SEPTEMBER 17, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.....Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ETHIOPIA, 1, 132 Tons, 200 H.P., Commander T. Sanders, will be despatched on THURSDAY, the 19th September 1872, at 4 P.M.

Sept. 1872.		Sept. 1872.
Leave BOMBAY 19	Leave Tuticorn	27
,, Rutnagherry 20	,, Colombo	28
,, Vingorla 21	,, Galle	29
,, Carwar 21	,, Nagapatam ..... October	2
,, Mangalore 22	,, Madras	4
,, Cannanore 23	,, Cocanada	6
,, Tellicherry 23	,, Vizagapatam	7
,, Calicut 24	,, Bimlipatam	9
,, Beypore 24	,, Kidderpore	13
,, Cochin 25	,, False Point	9
,, Alleppy 26	Arrive CALCUTTA	11

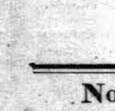
This route is the most expeditious and economical for Passengers for the Neighgerry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUAUR, MUSCAT, BUSHIRE, ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship EUPHRATES, 803 Tons, 120 H.P., Commander Melville, will be despatched on FRIDAY, the 27th September 1872, at noon.

Sept. 1872.		Oct. 1872.
Leave BOMBAY 27	Leave BUSREH	16
Arrive Kurrachee 30	Arrive Fao	16
Oct.	,, Bushire	18
,, Gwadur 2	,, Bahrein	18
,, Muscat 4	,, Linga	23
,, Bunder Abbas 5	,, Bunder Abbas	25
,, Linga 8	,, Muscat	27
,, Bushire 10	,, Gwadur	29
,, Fao 13	,, Kurrachee	31
,, BUSREH 13	,, BOMBAY ..... Nov.	4

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every WEDNESDAY, commencing from 29th May 1872.

The Steam-ship PUNJAUB, 1,600 Tons, 200 H.P., Commander W. Stabbatt, will be despatched on WEDNESDAY, the 18th September 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

MESSRS. HUGHES and NEPHEWS' Steamer "CELLA," 2000 Tons, 300 H.P., G. Jeffery, Commander, will sail for Liverpool, about 20th September next.

FIRST CLASS FARE TO LIVERPOOL... £45 exclusive of Wines, &c.

Carries a Surgeon and Stewardess.

Plans of the accommodation can be seen in our Office.

For passages, who only, apply to the Undersigned, who will supply all information.

JOHNSON & Co.,
Nesbit Lane, Fort, Bombay. Ship Brokers.

WILSON LINE.
LIVERPOOL VIA SUEZ CANAL.
S.S. HIDALGO, 1,800 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

FIRST CLASS TO LIVERPOOL .....Rs. 500
,, ,, SUEZ ..... ,, 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

To	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	
Suez	36	23	8	Including Wines.
Port Said	38	24	8	
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.
PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 30th September, 1871.

T. CHATELAIN-MONTANDON,
WATCHMAKER, JEWELLER, AND OPTICIAN,
BY APPOINTMENT
To their Excellencies the VICEROY of India, LORD and LADY NAPIER of MAGDALA and the Lt. GOVERNOR the PUNJAB, the MAHARAJAHS of JEYPORE CASHMERE, and GWALIOR.

Hummum Street	Bombay.
Argyll House	Simla.
East Street	Poona.

Orders for Up-country not accompanied with Remittance will not be attended to.

T. CHATELAIN-MONTANDON.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to the two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements will be in English and in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

THE P. & O. Co.'s S. S. INDUS, (3,478 tons, and 500 H.P.), Captain N. Stewart, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 2nd September, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. DECCAN, (3,128 tons and 600 H.P.), Captain W. Soames, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 29th September.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF RICE.

THIS DAY, TUESDAY, the 17th instant, at 2 P.M., and the days following until the whole lot is sold, Messrs. MENESSE and Co. will submit to Public Auction, at Carnac Bunder, on account of the concerned.

A large quantity of Rice, ex s.s. Ionia.

Terms—Lots to be removed at purchasers risk and expense.

MENESSE & Co.

Bombay, 17th September 1872.

MEHRJEE, JOHNSTON AND COMPANY.
No. 28, APOLLO STREET.

AUCTION SALE of valuable and handsome Household Furniture, with best Plateglass, Rich Crockery and Glassware, Lamps, Pictures, &c., at the Bombay Education Society's Bungalow, Byculla, opposite the Railway Station.

TO-MORROW, WEDNESDAY, the 18th Sept., at 1 P.M., Messrs. MEHRJEE, JOHNSTON & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, the property of John Firth, Esq., about to leave Bombay.

Catalogues are published and the property is now on view.

MEHRJEE, JOHNSTON & Co.

Bombay, 17th September 1872.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of very valuable and costly English walnut-wood, mahogany, ebony, and richly gilt household furniture, magnificent crystal cut and plated 24, 18, 12, and 8 lights chandeliers by Nash, handsome pier glasses in richly gilt frames with variegated tables, Tucker's handsome plated 4, 6 and 12 lights argand chandeliers, valuable gilt clocks, wall gerandoles, handsome vases, rich carpets, China garden seat, China pots of choice plants, &c., at Lowe Lane, next to H. H. Aga Khan.

THIS DAY, TUESDAY the 17th instant, Messrs. BENNETT & Co. are instructed to sell by Public auction at the abovementioned place, by order of the mortgagee, and on account and at the risk of Hurbhun Nursey, the mortgagor, the remaining very valuable and costly furniture.

AUCTION SALE OF VALUABLE PEARLS.

TO-MORROW, WEDNESDAY, the 18th inst., at 2 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction, at their Rooms, by order of Marwaree Ghirdharilall Futtachund, the mortgagee, and on account and at the risk of Navukchund Odachund, the mortgagor :—

A Parcel of Superior Pearls.

BENNETT & Co.

Bombay, 17th September 1872.

SADANUND SHRICRISTNAJEE & CO.

SALE OF PAPERS.

THIS DAY, TUESDAY, the 17th instant, Messrs. S. SHRICRISTNAJEE and Co. will sell by Public Auction, at their Auction Rooms, Piece Goods, &c.

24	Reams	Extra Superfine Blue wove Bank Medium, 13 lbs.	
20	do.	Superfine Large Post, 20 lbs.	
20	do.	Fine do. do. 23 lbs.	
20	do.	Superfine Demy, 25 lbs.	
6	do.	do. Imperial, 72 lbs.	
15	do.	Superfine laid Medium, 34 lbs.	
24	do.	Extra Superfine Blue wove Medium, 18 lbs.	
72	do.	Fine Cream laid Foolscap, 11 lbs.	
110	do.	Printing Royal, 26 lbs.	
10	do.	do. Super Royal, 28 lbs.	
24	do.	Superfine Azure laid Royal, 40 lbs.	
30	do.	Fine Printing Double Royal, 50 lbs.	
10	do.	Superfine Azure laid Super Royal, 50 lbs.	
10	Casks	Black Ink.	
3	Cases	Spare Cushes (Engraved.)	

Invoice of Bohemian Glassware, comprising superior ruby gilt Flower Vases, Toilet and Wine Bottles, Rich Cut Decante s, superior Albasine Flower Vases, Kerosine Oil Lamps with globes, Scent Bottles, superior Flower Stands of new patterns, Centre-pieces, ruby gold Liquor Sets, Wine Sets, Glass Candlesticks, ruby gold Candle-sticks with drops and shades, &c.

SADANUND SHRICRISTNAJEE & Co.

Bombay, 17th September 1872.

NEW ADVERTISEMENTS.

BOMBAY FOOTBALL CLUB.—The SIDES for THIS EVENING are PUBLIC SCHOOLS vs. THE WORLD.

W. M. TENNENT,
Honorary Secretary.

16th September 1872.

THE ASIATIC TRADING COMPANY.—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the ASIATIC TRADING COMPANY will be held on THURSDAY, the Seventeenth day of October, at 3 P.M., at the Office of Messrs. Ritchie, Steuart & Co., for the purpose of having an Account laid before the Shareholders by the Liquidators, showing the manner in which the winding of the Company has been conducted, and of hearing any explanation which may be given by the Liquidators ; and NOTICE is also given, that at such Meeting the following Extraordinary Resolution will be proposed :—"That the Books, Accounts, and Documents of the Asiatic Trading Company shall be placed in the custody of Messrs. Ritchie, Steuart & Co."—Dated this 16th day of September 1872.

LIMJEE JAMSETJEE BOTLEBOYE,
For Self and Co.-Liquidator.

CHEMICAL APPARATUS,
&c., &c., &c.

Alkalimeters ; Argentometers ;
ADAPTERS ; ALEMBICS ;
Arsenic Testing Apparatus ;
BEAKERS ; BLOW-PIPES ; BURETTES ;
Baths (sand and water) ; Burette-bearers ;
CHEMICAL LABELS ; CORK BORERS ;
Crucibles,
of Fireclay, Plumbago, Platinum, and Porcelain ;
CRUCIBLE TONGS ; CONDENSERS ;
Evaporating Dishes,
of Berlin Ware, Enamelled Iron, and Porcelain ;
ETHER BOTTLES ; FILTERING PAPERS ;
Filtering, Acid, and Retort, Funnels ;
PLAIN AND GRADUATED FLASKS ;
Gas Holders ; Gas Receivers ;
GLASS TUBING AND ROD ;
Glass Measures,
graduated in parts of and full ounces and centimetre cubes ;
HYDROMETERS ; LACTOMETERS ;
India-Rubber Sheeting and Tubing ;
HYDROGEN, RUSSIAN BLOW-PIPE AND SPIRIT LAMPS ;
Mortars and Pestles,
OF GLASS AND WEDGEWOOD WARE ;
PIPETTES,
plain, or graduated in grains and centimetre cubes ;
Pneumatic Troughs ; Potash Bulbs ;
RETORTS AND RECEIVERS,
plain and stoppered ;
Retort Stands ; Salinometers ;
SACCHAROMETERS ; SPECIFIC GRAVITY BOTTLES.
STILLS AND WORM TUBS.
Stirrers and Spatulæ ; Test Tubes ;
Test Tube-Stands,—Holders,—and Brushes ;
Test-Papers ; Test-Glasses ;
THERMOMETERS ; URINOMETERS.

PURE CHEMICAL REAGENTS
and
TEST SOLUTIONS.
Danchell's Chemical
WATER TESTING APPARATUS ;
as adopted by the London and General Water Purifying Company ; portable and complete for Chemical Examinations of water ; with book of directions—Rs. 18.

CHEMICAL CHESTS ;
Apparatus and Solutions for Volumetric Analysis,
&c., &c., &c.,

TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

B. B. AND C. I. RAILWAY.—OWING to the Line being interrupted by the floods north of Bheelar (100 miles from Bombay) no TRAFFIC will be BOOKED from BOMBAY and STATIONS SOUTH of BHEELAR to STATIONS NORTH of BHEELAR, until further Notice.

The Mail Trains are temporarily discontinued ; but the Mixed Trains will run as usual between Bombay and Bheelar.

J. R. DUXBURY,
Traffic Manager.

Bombay, 16th September 1872.

THE STANDARD LIFE ASSURANCE COMPANY.
ESTABLISHED 1825.
CONSTITUTED BY SPECIAL ACTS OF PARLIAMENT.

SPECIAL NOTICE.

THE COMPANY'S BUSINESS YEAR will close on 15th NOVEMBER 1872, and in order to secure the advantages of this year's entry to the Profit Scheme, Proposals should be lodged with the Agents on or before that date. The next Division of Profits will take place in 1875.

THE STANDARD is one of the oldest and most extensive institutions existing in Great Britain for the Assurance of Lives. It was established in Edinburgh in 1825, and its progress has been most successful. The Funds, invested chiefly in Mortgages on the security of Land, amount to upwards of Four Millions Sterling, and its Income at this date exceeds £700,000 per annum. The Surplus Funds divided among the Policy-holders at the Eighth Division of Profits in 1870, amounted to £331,501 12s.

ANNUAL REPORT, 1872.

THE FOLLOWING RESULTS WERE COMMUNICATED IN THE REPORT.

Amount proposed for Assurance during the year 1871 (4,190 Proposals)	£1,289,727 5 0
Amount of Assurances accepted during the year 1871 (1,810 Policies)	£1,041,097 5 0
Annual Premiums on new Policies during the year 1871	£36,368 15 6
Claims by Death during the year 1871, exclusive of Bonus Additions	£354,581 8 8
Amount of Assurances accepted during the last five years	£5,564,629 1 1
Subsisting Assurances on 15th November 1871... (Of which £937,269 11s. is re-assured with other Offices.)	£16,912,296 7 3
Revenue upwards of	£70 ,000 0 0
Invested Assets upwards of	£4,00 ,000 0 0

BOMBAY.

BOARD OF DIRECTORS.

J. F. Moir, Esq., Oriental Bank Corporation.
A. Craigie, Esq., Messrs. Craigie, Lynch & Owen.
K. C. MacIver, Esq., Messrs. Wallace & Co.
A. E. Ashley, Esq.

MEDICAL ADVISER.
Dr. John Mackenzie.

AGENTS AT BOMBAY.
THE LONDON, ASIATIC, & AMERICAN Co., Limited.

MONSOON STATIONERY
available in any weather.
For Local Correspondence.

	Cash Rs. a.	Credit. Rs. a.
"BARONIAL" (8 by 5 inches) packet of 5 quires, with box of 100 *square* Envelopes	4 0	4 8
"OCTAVO" (7 by 4½ inches) do. do. do.	2 4	2 12
"ALBERT" (6½ by 4 inches) do. do. do.	2 14	3 4
"QUEEN'S" (5½ by 3½ (inches) do. do. do.	2 10	2 14

For Overland or Inland Postal Correspondence.

"MEDIUM" (8 by 5 inches) Water lined ; Amber, Blue, or Cream ; with box of 100 *square* Envelopes	2 10	3 0
Do. Cream, with Broad, Middle or Narrow Mourning Border	3 12	4 4
Do. Violet, with extra broad border	4 4	4 12

TREACHER & Co. (Limited).

ACCOUNT OF THE BOMBAY MUNICIPALITY FOR THE WEEK ENDING 14TH SEPT. 1872.

Receipts.	Budget Estimate	For Past Week.		Present Week.		Total.	
	Rs.	Rs.	a. p.	Rs.	a. p.	Rs.	a. p.
Bal. 1st Jan. '72.	.....	.....		.....		1796618	6 0
Rates	17,35,445	1135363	13 9	58,063	8 11	1193426	4 8
Duties—Town	5,03,000	329,854	2 6	6,847	11 2	336701	13 8
Do. Tobacco	1,42,000	100,511	10 3	2,000	0 0	102511	10 3
Do. Liquor	1,25,139	37,320	4 0	15)	0 0	37,320	4 0
Conveyances Lic	.....	10,758	5,371	10	.....	5,371	10 0
Do. Wheel Tax	.....	2,30,033	141,038	9 10	3,500	10 0	154575 1 0
Market Fees	.....	2,41,324	141,284	14 7	7,485	1 3	148819 15 10
Halalcore Cess.	.....	2,26,850	149,654	10 4	7,933	2 1	157587 12 5
Health Dept.	.....	12,000	12,000	0 0	.....		12,000 0 0
Markets	.....	9,300	82,350	9 2	1,311	2 11	83662 1 13
Debt	.....	15,00,000	15,00,000	0 0	.....		1500000 0 0
Deposits	.....	.....	186,500	0 0	125	0 0	186,625 0 0
Advances	.....	1,20,000	78,946	1 1	11,056	8 4	90,002 9 5
Miscel.—Fines	.....	13,000	7,475	14 10	338	9 0	7,813 14 10
Do. Receipts	.....	9,748	19,504	12 8	14	13 6	19,967 10 2
Do. Fees	.....	55,171	48,097	14 4	1,275	12 0	49,373 10 4
Do. Savings	.....	2,148	3,913	4 10	17	8 10	3,360 13 8
Last Yr's Assets	.....	.....	9,925	6 11	.....		9,925 6 11
Total Rs.		49,02,174	3076304	1 3	100,107	10 0	4076411 11 3
				Grand Total Rs.			4247030 1 3

Disbursements.							
Superintendence	1,23,403	82,393	5 9	147	5 4	82,540	11 1
Assessment	50,693	35,122	3 5	380	0 0	36,482	3 5
Collection Dept.	84,188	53,700	8 11	143	3 6	53,843	12 5
Police Account	2,76,662	2,09,113	7 0	27,265	12 2	2236378	7 2
Health Dept.	8,88,333	492,697	9 9	3,2994	13 10	525692	7 7
Public Works—							
Establishment	.....	75,072	47,297	1 10	.....	47,297	1 10
Lighting	.....	2,56,946	170,081	15 1	.....	170 81	15 1
Watering	.....	1,19,941	86,957	5 9	.....	86,957	5 9
Repairs, Roads	.....	2,41,239	308,507	5 8	6,611	15 9	2125209	2 8
Do. Buildings	.....	3,393	188	13 6	.....		188	13 6
Impt. of Streets	.....	50,000	919	8 10	.....		919	8 10
Water Works	.....	70,254	124,353	11 8	.....		124353	11 8
Drainage	.....	2,83,517	25,035	4 2	459	0 0	25,494	4 2
Vic. Gardens	.....	3,000	1,000	0 0	200	0 0	1,200	0 0
Workshops	.....	.....	47,205	2 4	.....		47,205	2 4
Debt	.....	67,2,724	465,121	5 0	.....		465121	5 0
Education	.....	10,000	5,235	15 0	.....		5,235	15 0
Deposits	.....	.....	71,686	3 2	.....		71,686	3 2
Advances	.....	20,000	54,899	2 10	6,438	10 11	61,337	13 9
Plant & Stores	.....	.....	12	6 11	.....		12	6 11
Miscellaneous	.....	16,221	33,603	7 1	.....		33,603	7 1
Last Year's Liabilities	.....	.....						
Total Rs.	33	3345156	3863451	3 0	75,340	13 6	3938792	0 6
Balance on 14th September 1872							308238	0 9
				Grand Total Rs.			4247030	1 3

* Debits and Credits deducted.

JAMES THORBURN, Actg. Controller. J. B. PEILE, Actg. Municipal Commissioner.

NOTICES.

GRIMAULT AND CO.'S
(CHEMISTS TO THE COURT,
8, RUE VIVIENNE, PARIS.)
FRENCH MEDICINES.

WOMEN'S AND CHILDREN'S DISEASES.
GRIMAULT AND CO.'S
SYRUP OF IODIZED HORSE RADISH.

Patronized for more than Twenty Years by the Paris Physicians Cures lymphatism, rachitism, scrofula, congestion of the glands of the neck, paleness and flabbiness of the flesh, loss of appetite, weakness of constitution, the various eruptions on the face, boils, pimples, and itchings.—It is the best remedy against the first stage of consumption, and it is the most powerful depurative known.

Dr. LERAS'
SOLUBLE PHOSPHATE OF IRON.

Clear as spring water and tasteless ; has the advantage over all ferruginous preparations of containing Iron and Phosphorus, which are the elements of blood. It cures chlorosis, pains in the stomach, difficult digestions, dismenorrhea, anæmia, general debility and poorness of the blood, and agrees especially with the most delicate stomachs.

LUNG DISEASES.
GRIMAULT AND CO.'S
SYRUP OF HYPOPHOSPHITE OF LIME.

It is the best and the most rational of all remedies against consumption. Under its influence the cough abates, the night sweats cease, and the patient rapidly recovers health. It gives the same results in cases of coughs, catarrhs, hooping-coughs, and influenzas. In comparing this Syrup with the other sold under the same name, it will be easy to recognise the superiority of this preparation.

Therefore, to avoid any substitution, please to require on the bottle the signature : *Grimault and Co.*

NERVOUS HEAD-ACHE AND NEURALGIA.
GRIMAULT AND CO.'S
GUARANA.

A single powder of this natural vegetable production is sufficient to cure instantly the most violent sick headache. It is the most valuable remedy against diarrhœa.

GRIMAULT AND CO.'S
MATICO,
CAPSULES AND LIQUID.

Where all other medicines have failed, these preparations will always effect a cure. They insure rapid and extraordinary cure of severe, recent, and chronic cases of private disease. They are found greatly superior to all hitherto known mineral remedies and to copaiba and cubeb. Require the signature ; *Grimault & Co.*

GRIMAULT AND CO.'S
DIGESTIVE POWDERS, PILLS, AND ELIXIR OF
PEPSINE,

Of certain effect against nausea, pituite, heart-burn, gastritis gastralgia, children's diarrhœa, inflammation of the mucous coats of the stomach and bowels, vomiting during pregnancy, jaundice, etc.

ASTHMA.
GRIMAULT AND CO.'S
INDIAN CIGARETTES OF CANNABIS INDICA.

Recent experiments in France, England, and Germany, have proved that these cigarettes are a sovereign remedy for the above distressing affections, especially when Belladona, Stramonium, and Opium have failed to give relief.

Agents :

NOSKY & Co	Calcutta.
TREACHER & Co.	Bombay. Poona.
BARRIE & Co.	Madras.

AND AT ALL THE RESPECTABLE CHEMISTS.

HOUSES, &c., TO LET.

TO BE LET, at Clare Road, Byculla, BUNGALOW, No. 5, suitable for a family, in good condition.—Apply to RUSTOMJEE HORMUSJEE PESTONJEE BOTTLEWALLA, No. 9, Borah Bazaar Street, Fort.

TO LET, with immediate possession, a GODOWN in the PREMISES of the Undersigned.
ANTROBUS & Co.,
(Late Rennie, Scovell & Co.)

Bombay, 2nd September 1872.

TO BE LET, a SPACIOUS HOUSE, having Vehar water, and good Sea-breeze, situated at Small Colaba, St. Thomas's Street, opposite Messrs. Remington & Co.'s Cotton Screws, House No. 117. For further particulars apply to MANOCKJEE NOWROJEE, Meadow Street, No. 32, Fort, or at No. 124, Small Colaba.

TO LET.

1. COMMODIOUS upper-storied House on the Breach Candy Road, suitable for a large family.
2. A large House in Military Square, Fort.
3. A Bungalow on Mount Road on the property called "Unjeer Baugh."
4. Upper-storied Premises on the Breach Candy Road, lately in the occupation of Mr. Harry Hibbert. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY,
Managing Trustee Byramjee Jeejeebhoy Trust Settlement.

TO LET.

1. A SPACIOUS two-storied House at the corner of Church Gate Street, oppoite the Cathedral, and adjoining the "Times of India" Office.
2. Several apartments fit for dwellings in Tod Street, Fort.
3. Two Bungalows at Colaba.
4. A Spacious Godown in Church Lane, Fort.
5. Several Apartments in Church Lane, Fort.
6. Airy Premises, fit for Office or Dwelling-house, in Hornby Row. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY.

Bombay, June 24, 1872.

NOTICES.

NOTICE.—We beg to intimate that Mr. C. TH. MEILI & Mr. CHARLES KAPP have THIS DAY been authorized to SIGN our FIRM per procuration.

VOLKART BROTHERS.

CALCUTTA.—NOTICE.—First class BOARD and LODGING at VERY MODERATE TERMS, No. 2, Middleton Row, Calcutta. A three-storied Bungalow, very commodious, and situate in one of the healthiest and best localities. Specially established under European management for Officers and Civilians, with suitable accommodation for Married Couples

NATIONAL BANK OF INDIA (Limited).—NOTICE.—The TRANSFER BOOKS of this BANK will be CLOSED from the 6TH to 17TH INSTANT, both days inclusive.

By Order of the Board of Directors,
Wm. A. BAKER,
Acting Manager.

Bombay, 4th September 1872.

NATIONAL BANK OF INDIA (Limited).—A DIVIDEND for the half-year ended 30th June 1872, at the rate of 8 per cent. per annum, or Rs. 1-14 per share, will be PAYABLE on or after MONDAY, the 16th instant, to the Proprietors registered in the Books of the Bank on the 5th instant.

By Order of the Board of Directors,
Wm. A. BAKER,
Acting Manager.

Bombay, 11th September 1872.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.—The Undersigned begs to intimate that Mr. HENRY CONDER, the General Traffic Manager, being about to PROCEED to ENGLAND on leave, Mr. E. W. KELLY, the Deputy Traffic Manager, has been appointed as OFFICIATING GENERAL TRAFFIC MANAGER. All Communications usually addressed to Mr. Conder should, until further notice, be sent to Mr. Kelly.

H. P. LEMESURIER, Agent.

Bombay, 13th September 1872.

INSURANCE.

THE UNDERSIGNED are prepared to accept every description of FIRE and MARINE RISKS in the following Offices at most favourable terms. Particulars can be ascertained on application :—

FIRE INSURANCE.

The London and Lancashire Fire Insurance Company.
,, Samarang Fire Insurance Company.
,, Transatlantische Fire Insurance Company.

MARINE INSURANCE.

The Batavia Sea and Fire Insurance Company.
,, China and Japan Marine Insurance Company.
,, Rhein Westpii. Lloyd's Transport Insurance Company.
,, Samarang Sea Insurance Company.
,, Swiss Lloyd's Transport Insurance Company.
,, Vaterlandische Transport Insurance Company.

VOLKART BROTHERS, Agents.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

PORT CANNING LAND COMPANY (Limited).—NOTICE.—The ORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be HELD at the Registered Office, No. 3, Dean Lane, on MONDAY, the 30th inst., at 3 P.M., to transact the following business :—

1st. To receive the Directors' Report and Audited Balance Sheet to 30th April 1872.

2nd. To declare a Dividend.

3rd. To elect Directors in place of the present Directors, who all retire, but who are eligible for re-election.

4th. To appoint Auditors for the ensuing year, and to fix their remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from the 20TH to 30TH INSTANT, both days inclusive.

By Order of the Board,
SADANAND BALCRISHNA, Secretary.

THE ELPHINSTONE LANDING, SHIPPING, AND FORWARDING AGENCY, BOMBAY.

UNDERTAKE on behalf of themselves and of COCKBURN'S UNITED SERVICE AGENCY SOCIETY, to transport parcels to and from England at the following unprecedented low rates, viz., for each parcel, not *exceeding 3 lbs. in weight, to be charged for at the rate of Re. 3 per cubic foot or fraction of a cubic foot.*

Parcels for shipment to England should be forwarded to the Elphinstone Line L. S. & F. Agency, opposite the Custom House, Bombay, and those for shipment to India, China, or Australia should be sent to

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

INQUIRY for Colaba Land Company's shares. Other shares and Government Paper steady.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	87
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 ml.
10,000	500	all	5 p.ct.	Do of Bombay New	705
10,000	500	100	5 p.ct.	Do 2nd Ecs. Issue	217½
15,250	1,000	all	5 p.ct.	Do of Madras	1,250
10,000	250	all	5 p.ct.	Chartered Mercantile Bk. of L. & China	300
40,000	284½	all	12 pct.	Hong. & Shanghai Bank	410 ml.
40,000	200	all	Nil.	Chartered Bk. of L. & C.	175 ml.
37,000	250	125	Nil.	National Bank of India	110½
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	218-3'0	p.c.	G. I. P. Railway Consolidated Stock	234
.....	£20	109-13	do.	Do. New £20 Shares	126
.....	£20	43-10'2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	199-3-1	do.	Do. New Shares	225

LAND COMPANIES.

4,005	3,000	all	Rs. 77	Colaba Land Co	1,470 xd
8,000	150	all		Frere Land & Pier Co. Ld.	126
750	2,000	2,000	31p.s.	Mazagon Land	915
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	450

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 14th Sept. compared with the statement issued on 7th Sept. :—

LIABILITIES.	7th Sept.	14th Sept.
Proprietors Capital:—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid ..... Rs. 50,00,000		
Second Issue of do. of Rs. 100 do. ..... ,, 10,00,000	60,00,000	60,00,000
Reserve Fund, Invested in Government Securities	10,75,000	10,75,000
Government General Treasury Balance at Head Office	31,11,503	32,38,630
Do. do. do. at Branches	12,05,051	11,89,251
Current Accounts, overdrawn	1,283	3,025
Bills Discounted	35,95,460	46,60,169
Stamps	6,557	6,633
Dead Stock ..... Rs. 4,94,522		
Amount applied in reduction ,, 75 000	4,18,417	4,19,522
	25,51,999	24,42,285
Bullion	16,94,235	17,45,843
Cash and Balances with Correspondents	433,95,700	430,02,208
Cash and Currency Notes		
	685,71,363	652,24,151

ASSETS		
Government Securities	87,91,179	87,07,505
Cash Credits, on Security of Government Paper, Bullion, and Merchandize	31,11,503	32,38,630
Loans, on Security of do. do.	12,05,051	11,89,251
Current Accounts, overdrawn	1,283	3,025
Bills Discounted	35,95,460	46,60,169
Stamps	6,557	6,633
Dead Stock ..... Rs. 4,94,522		
Amount applied in reduction ,, 75 000	4,18,417	4,19,522
	25,51,999	24,42,285
Bullion	16,94,235	17,45,843
Cash Balances with Correspondents	433,95,700	430,02,208
Cash and Currency Notes		
	685,71,363	652,24,151

CALCUTTA.—12TH SEPTEMBER.

THE following transactions were reported :—

In Government Securities—
4 per cents. at Rs. 101-10 to 101-12.
5½ per cents. at Rs. 112-2.

In shares—
Bank of Bengal shares at Rs. 1,410.
National Bank shares at Rs. 112.

CALCUTTA FREIGHT MARKET.

SINCE we wrote on the 3rd instant, the great depression in shipping business generally seems to have vanished. Telegrams from Home state that there is no foundation for the apprehension of a monetary crisis. In consequence of more encouraging accounts, shippers have shown more inclination to do business, but have been checked by the firm rates demanded by agents. Business has been done by steamer for London at 7s. 6d. to 10s. per ton advance upon the lowest rates accepted, which was quite unexpected.

For Liverpool also business has been done by vessels to arrive at higher rates.

For America charters have been made at $12½ to $12½ per ton, and large rates at the latter rate. For Dundee, the demand is still in abeyance. Three more vessels have been engaged for coolies for the West Indies, and four ordered to Rangoon to load on owner's account or under English charter.

There are 17 iron ships not fixed, or 21,000 tons; wooden ships 15, or 17,000. Total disengaged tonnage 40,000 tons.

The Suez Canal. Quotations for London.—Rice and Wheat £2-17-6 to £3 per ton; Saltpetre £2-7-6 per ton; Sugar none; Linseed £3-7 6 per ton; Rape Seed none; Jute £3-10 per ton; Cotton nominal; Hides, Tea, &c., £3-12-6 to £3-15 per ton.

The Steamer City of Mecca has made large engagements to arrive, and more tonnage is wanted for London and Liverpool. The steamers on the Ld. ..... a few tons of Choice Light Freight only to fill up. The City of Oxford sailed on the 8th instant.

For Dundee steamers expect £4-5 to 4-10 per ton but there are no shippers at these rates. For China and Country Ports there is no demand. The Steamer Asiatic has chartered for Bombay, &c, as noted below. The Steamer Saltwell has arrived on the 2nd instant, chartered for Colombo, and thence Home.

For the Continent there is no demand for steam tonnage. Steamer Virago arrived on the 4th instant, chartered for London. The Steamer Calcutta, homeward bound, passed the Canal on the 31st August. The Steamers Dahlia and Yeddo passed the Canal on the 5th instant, bound to Calcutta.

Quotations for London, via the Cape.—Jute at £3 per ton, nominal; Cotton nominal; Linseed at £3 per ton, nominal; Rape Seed none; Rice at £2-10 per ton; Saltpetre at £2-5 per ton; Hides, Tea, &c., at £3 per ton. The Howden and British Envoy are the only vessels on the London berth, and they are quite full. This is a very remarkable fact, considering that this is generally the busiest season of the year. Agents decline to lay on their vessels at the rates now offered, and our quotations are nominal, as no business has been done for many days.

For Liverpool.—Jute at £2-17-6 per ton, Cotton at £3 per ton; Linseed at £3 per ton; Rape Seed none; Rice at £2-7-6 per ton; Saltpetre at £2 per ton. Vessels on the berth are full. Alexandra fixed to arrive at the above quotations.

For Dundee.—Ship-rate nominally at £3-7-6 to £3-10 per ton, and steamer-rate at £4-5 per ton. We have no charters to report. There are four ships and one steamer loading.

For New York.—There has been a good demand, and several charters have been made at higher rates. The Lord Strathnairn, iron, has been chartered at $12½ per ton. The Peruvian Congress, wood, to arrive, has been chartered for Boston or New York at $11½ per ton; Calcutta, iron, to arrive, chartered at $11½ per ton for New York for 250 tons Jute, and balance Seeds.

To load at the Rice Ports.—Hooghly, Bedfordshire, and Vancouver proceed to Rangoon under owner's orders.

For the West Indies.—Lancelles chartered for Jamaica for coolies at £14 per head.

Country Trade.—Business during the week has been dull in the extreme, and the ships chartered having obtained extremely low rates, we expect these vessels will be last taken previous to the holidays, as no further demand of any kind exists at present. The following are the vessels chartered :—Ship Lord Lyndhurst, 1,187 tons, for Mauritius, at Rs. 1-1 per bag; Furness Abbey, 1,274 tons, for Mauritius, at the same rate; Italian Ship Innocenta, 752 tons, for Colombo, at Re. 1 per bag; Steamer Asiatic, 1,932 tons, for Bombay, with option of calling at Colombo or Cochin, at Re. 16 per ton for Dead Weight, and Rs. 10 for Light Freight, Coast cargo at Re. 1 2 per bag. American Ship Goodell for Cochin at Re. 1-1-6 per bag.

ENGAGEMENTS.

For London, via the Canal.—Steamer City of Mecca, to arrive, 200 tons Linseed at £3-5 per ton; 150 tons Rice at £2-15 per ton, and 300 tons at £2-17-6 per ton; 100 tons Saltpetre at £2-5 per ton; 200 tons Jute at £3-7-6 per ton.

Steamer Bertha, 350 tons Linseed at £2-17-6 per ton; 100 tons Tobacco at £3 per ton; 400 tons Jute at £2-17-8 per ton, and about 300 tons Hides, Tea, &c., at £3-5 to £3-12-6 per ton.

Steamer Winstead, 200 tons Jute and 100 tons Tobacco at £2-17-6 per ton, 200 tons Light Freight at £3-5 to £3-10 per ton.

Steamer City of Oxford, 50 tons Linseed at £2-17-6 per ton; 400 tons Tea, Hides, &c., at £3 5 to £3-7-6 per ton.

Steamer Agia Sofia, 700 tons Jute at £2-17-6 per ton; 300 tons Hides, Tea, &c., at £3-5 to £3-10 per ton; 150 tons Tobacco at £3-17-6 per ton.

Via the Cape.—Howden, 200 tons Cotton, at £3 per ton, 100 tons Tobacco at £2-15 per ton, and 100 tons Jute at £3-15 per ton.

For Liverpool.—Alexandra, to arrive, 300 tons Rice at £2-7-6 per ton, 300 tons Jute at £2-17-6 per ton, and 300 tons Linseed at £3 per ton.

Ghazeepore, 300 tons Jute Cuttings at £3-15 per ton.

Rajmahal, 150 tons Jute to fill up at £2-10 per ton.—*Englishman*, Sept. 10.

SHIPPING.

DAILY FREIGHT REPORT—16TH SEPT 872.

London	Cotton	No ship.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 2s. 6d.
	Wooden Ships ,,	£2 2s. 6d.
	Myrabolms & Coir bds	£1 17s. 6d.
	Seeds	£1 10s. 9d.
Havre	Cotton	No ship.
	Coffee	
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£2 0s. 0d. to £2 2s. 6d.
China	Steamer Cotton	Rs. 3 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta	Sail	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 16 to 17 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVALS.

Sept.	Vessel.	Commander.	From
16	Eastern Light	McLee	Liverpool, May 9.
	Mecca (s)	Hanna	Cochin, Sept. 8.
	Arabia (s)	Caboorn	Genoa, Aug. 24.
	Mauritier	Nacoda	Mauritius, Aug. 27.

DEPARTURES.

Sept.	Vessel.	Commander.	Destination.
16	Tirrel	Morgan	Moulmein.
	Hamoody	Nacoda	Calcutta.

The ship Alabama, Weir, to Rangoon, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—
Steamer Indus, to Aden and Suez.
Barque Kusrovie, to Mauritius.
Steamer Ethiopia to Coast and Calcutta.
The steamer Punjaub, which was entered out for loading for the Malabar Coast and Calcutta, is cancelled, and is now entered for Kurrachee.

MADRAS.

ARRIVALS.

Sept.			
13	Nouvean Nomode	.....	Pondicherry.
	Teazer	.....	Bombay.
	Sarah Baruyest	.....	Calingapatam.

DEPARTURE.

Sept.			
13	Japan (s)	.....	Calcutta.

DAILY IMPORTS.—16TH SEPTEMBER.

FROM LIVERPOOL.

Albatross (s), 20 bundles ironhoops, Fir ay, Muir & Co., ; 7 cases bar soap, the L. A. & A. Co.

FROM LONDON.

Valkyrien, 100 barrels pitch and 100 barrels copperas, N. & B. Wadia & Co.

Hidalgo (s), 15 cases of manstores, Abdoolcurrim Hyderally ; 1 case ink, Grindlay, Groom & Co.

Ada (s), 8 cases medicine, A. K. Shurrufally.

Ægean (s), 14 cases medicine, A.K. Shurrufally.

Bertram Rigby, 5 cases hardware, H. F. Soares.

DAILY EXPORTS.—16TH SEPTEMBER.

FOR LIVERPOOL.

Celia (s), 100 bales cotton Cowasjee Mowjee & Co. ; 35 bales cotton yarn, Premjee Benchordass ; 100 bales rags, Bell Brandenburg and Dhurmsey Nanjee.

Hidalgo (s), 35 bags wheat, Finlay, Scott & Co. ; 130 bales cotton, Becherdass Ambaidass.

Indus (s), 45 bales wool, Rehmoobhoy Habibhoy ; 100 bales cotton, H. Bomanjee, Touche & Co. ; 50 bales wool, Jaitha Vurria ; 50 bales wool, Damoder Madhooradass ; 236 bales cotton, J. Dulsookroy ; 50 bales wool, Khimjee Ramjee.

FOR LONDON.

Indus (s), 9 bales hides, Ebram Hajee Moladina ; 110 bundles hides, Woomer Hoosen ; 83 bundles hides, Ladack Dattoo ; 5 bales hides, Hassonbhoy Goolamhussen & Co. ; 91 bundles hides, Dawoodbhoy Hassom ; 162 bundles horns, Megjee Jewan ; 17 bales hides, Ludhabhoy Khakey ; 21 bundles hides, C. Nanjee & P. Nathoo ; 135 bundles horns, and 2 bundles hides, Peerbhoy Damjee ; 104 bundles hides, F. M. H. Arab ; 25 bales skins, R. Ebram ; 1 case skins, N. Gangjee ; 36 cases mother o'pearl shells, & 3 cases tortoiseshells, N. Gangjee.

FOR TRIESTE.

Indus (s), 170 bales cotton, Kunkler, Presswerck & Co. ; 50 bales cotton, H. Bomanjee, Touche & Co. ; 35 bales hides, Volkart Brothers.

FOR GENOA.

Indus (s), 15 bales hides, Volkart Brothers

FOR ANCONA.

Indus (s), 25 packages hides and skins, Volkart Brothers.

SALES AND PURCHASES.

PIECE GOODS.—The Market continues dull, and prices in some cases show a slight decline.

The undermentioned sales are reported to have been made by European firms on the 16th instant :—

PIECE GOODS.

500	pieces Grey Shirtings	45 inch	39 yds.	7 lbs.	Rs. 6 8 0
1,000	,, ,,	,, (fair)	40 ,,	39 ,, 7 lbs.	,, 4 15 0
1,000	,, ,,	,,	40 ,,	39 ,, 7 lbs.	,, 4 14 9
500	,, ,,	,,	40 ,,	39 ,, 7 lbs.	,, 4 14 0
1,200	,, ,,	,, Madapollams	32 ,,	24 ,, 5 lbs.	,, 2 3 0
500	,, T Cloths	27 inch	24 yds.	4 12/16 to 5lbs.	,, 0 9 0

COTTON.

The Cotton market has been dull, and no important transactions are reported.

YARNS.

In nearly all counts of Grey Yarns a very dull feeling prevail, and to effect sales lower figures would have to be accepted. The sales reported for the day are—

3,000 lbs. Mule No. 40 ..... per lb. As. 11
3,000 lbs. T. Red ,, 40 ..... ,, ,, 26
6,000 lbs. ,, ,, 40 ..... ,, ,, 36

WEATHER REPORTS.

CANNANORE, 16th Sept., 5 P.M.—Weather cloudy, wind northwest, thermometer 76, barometer 29·960, rainfall 7 cents.

TUTICORIN, 16th Sept., 5 P.M.—Weather cloudy, wind westsouth-west, thermometer 88, barometer 29·75.

VINGORLA, 16th Sept., 6-30, P.M.—Weather rainy, wind west light, thermometer 82, rainfall 12 cents.

MANGALORE, 16th Sept., 5 P.M.—Weather cloudy, wind west, thermometer 87, rainfall 17 cents.

CARWAR, 16th Sept., 5-50 P.M.—Weather fine, wind west, thermometer 80, barometer 29·89, rainfall 23 cents.

MILITARY.

ARRIVALS.—SEPTEMBER 16.

Lowry, Assistant Surgeon, Medical Staff, on leave, from Kulladghee.

Halseberg, Staff Surgeon, Medical Staff, on leave, from Kirkee.

Healy, Vety. Surgeon, 15th Hussars, on medical certificate, from Mhow.

Rogers, Surgeon Major, Medical Department, on leave, from Poona.

DEPARTURES.—SEPTEMBER 16.

Howell, Assistant Surgeon, Indian Medical Service, on leave, to Poona.

Kirk, Lieutenant, 21st Regiment N. I., on leave, to Poona.

POONA DIVISION ORDERS.

BY MAJOR-GENERAL J. T. GRANT, C.B., Commanding Poona Division of the Army.

Poona, 13th September, 1872.

The undermentioned officer has obtained leave :—

83rd Regt.—Lt. F. F. Stokes, for 30 days, from date of departure, to proceed to Bombay on medical certificate, for the purpose of obtaining a final certificate to Europe.

Poona, 14th September 1872.

The undermentioned officer has obtained leave :—

3rd Hussars.—Lt. J. Cooke, from 8th Sept. to 2nd Oct. 1872, privilege leave.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF, Adjutant-General's Office, Head Quarters, Poona, 14th September, 1872.

The undermentioned officers returned to duty by permission of the Secretary of State for India on the 5th Sept. 1872 :—

Capt. J. E. Gordon, Gen. List, 3rd Squad. Officer 3rd Sind Horse.

Lt. M. F. Coussmaker, S. C., Asst. Supt. Mysore Revenue Survey.

The undermentioned officer has leave of absence :—

15th Hussars.—Vet. Surg. M. F. Healy, to Bombay, from 11th Sept. to 10th Oct 1872, on medical certificate, preparatory to obtaining a final certificate to Europe.

The following order is confirmed :—

27th (1st Belooch) Regt. N. L. I.—Regtl. Order, dated 20th Aug. 1872, directing Maj. Castell to officiate as 2nd in Command and Captain Cuningham as Wing Officer in addition to his own duties, as a temporary measure, vice Lt. Col. Hogg, proceeded on leave.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 6th September 1872.

1st Batn. 17th Foot.—Subject to approval by Her Majesty, the C.-in-C. in India is pleased to permit Lt. Laurence James William Hussey to retire from the service, receiving the sum which may be awarded him by the Army Purchase Commissioners, as the value of his commission, dated 29th Aug. 1872.

2nd Batn. 25th Foot.—Lt. Col. Charles James S. Wallace, having completed the qualifying period of service in the rank of Lt. Col., to be Col. by Bt. from the 21st Aug. 1872, under the provisions of the Royal Warrant of the 27th Dec. 1870, subject to approval by Her Majesty.

2nd N. I.—H. E. is pleased to re-appoint Surg. J. E. Tuson M.D., to officiate in medical charge, vice Thornton, officiating in another appointment, dated 29th Aug. 1872.

Official notification has been received of the undermentioned officers having been permitted to exchange to the battalions of their regiments specified, provided the public be put to no expense by the arrangement, and that the officers join without delay :—

5th Foot.—Lt. C. M. LeBreton, to 2nd Batn.

5th Foot.—Lt. C. Hackett, to 1st Batn.

14th Foot.—Maj. D. S. Warren, to 1st Batn.

14th Foot.—Maj. T. F. Cosby, to 2nd Batn.

Maj. A. Cory, S. C., late Brig. Maj. at Rawulpindee, is, at his own request, posted to Umballa, for general duty.

Capt. D. H. Robertson, Genl. List, Inf., officiating 2nd Squad. Subn. 7th Ben. Cav., is transferred to the 9 h Ben. Cav., for duty.

The leave granted to Capt. G. E. Macpherson, S. C., in G. O. C. C. 29th May, p. 252, is cancelled.

The undermentioned officers are reported by the Board of Examiners, Fort William, to have passed, on the 5th Aug. 1872, the tests specified agreeably to G. G. O. No. 734 of 1864 :—

High Proficiency in Hindee.—Lt. M. H. Hayes, 35th N. I.

Persian under Clause VIII.—Lt. A. T. Banon, 1st N. I.

Higher Standard in Hindoostanee.—Local Capt. D. G. Beamish, 1-3th Foot, and Lt. G. de C. Morton, 1-6th Foot.

The undermentioned candidates are reported to have passed the lower standard in Hindoostanee on the 5th Aug. 1872 :—

Bt. Lt. Col. A. L. Annesley and Pte. W. Holt, 11th Hussars.

Lt. E. Walsh and Ag. Bombdr. G. Seaman, No. 5 Bat. 24th Brig. R. A.

Lt. J. H. Layard, 37th Foot.

Lt. J. A. C. Wadderburn, Lt. H. N. Webb, Schoolmaster S. Howard, and Pte. J. Brown, 54th Foot.

Staff Asst. Surg. G. D. M. Leake, Lt. M. Churchill, and Lance Corpl. N. Weldon, 58th Foot.

Lt. C. J. Whitaker, 65th Foot.

Local Capt. A. C. G. Leman, Lt. A. P. Tripe, and Asst. Surg. E. O. Sullivan, 96th Foot.

Condr. J. H. Smith, attached to the Ferozepore Arsenal.

The following orders are confirmed :—

Meerut Div. Order, dated the 14th Aug. 1872, directing Surg. L. F. Dickson, M.D., attached to the 3rd N. I., to proceed to Roorkee, for duty with the Ben. Sappers and Miners.

Presidency Dist. Order, dated the 16th Aug. 1872, attaching Capt. F. W. Simpson, Genl. List, Inf., lately returned from furlough, to the 8th N. I., at his own request, for duty.

Dinapore Stat. Order, dated the 10th Aug. 1872, directing Asst Surg. W. M. Courtney to do duty with the 2nd N. I.

Jubbulpore Stat. Order, dated the 27th July 1872, directing Asst. Surg. G. J. H. Evatt, M.D., 2nd Batn. 25th Foot, to assume medical charge of the garrison cells, and Brig. Staff.

38th Foot.—Regtl. Order, dated the 28th June 1872, appointing Lt. W. P. Monckton to act as Adjt., during the absence, on general leave of Lt. and Adjt. R. E. F. Howard Brooke.

Dated the 28th June 1872 appointing Lt. G. H. More-Molyneux (act as Adjt., from the 15th to the 25th June 1872, during the absence, on general leave of Lt. and Adjt. R. E. F. Howard Brooke.

32nd Pioneers.—Regtl. Order, dated the 8th July 1872, appointing Capt. F. H. B. Marsh, 2nd Wing Subn., to act as 1st Wing Subn., vice Jackson, proceeded on general leave, with effect from the 18th April 1872.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

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Per Annum	Rs.	10	0	0
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TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. THEACHER & Co.'s, or MESSRS. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Saturday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

NOTICE OF REMOVAL.

MR. E. M. WALTON, SURGEON AND MECHANICAL DENTIST, has removed from Meadow Street to No. 3, Hummum Street, above Messrs. Thomson and Co.'s, Chemists, and nearly opposite Messrs. Soundy and Co.'s.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

INGLE—September 12th, at Carwar, North Canara, of hectic fever, Emma Julia Louisa, the beloved wife of H. Ingle, Esq., Superintendent of Carwar, aged 34 years.

OTHER PRESIDENCIES.

BIRTHS.

LEVI—September 14th, at Khundwa, Central Provinces, the wife of Mr. M. Levi, Station Master G. I. P. Railway, of a daughter.

MACNAGHTEN—September 11th, at Cawnpore, the wife of Captain W. Hay Macnaghten, 13th Bengal Lancers, of a son.

PARRY—September 9th, at Jhansie, the wife of Mr. W. E. Parry, Executive Engineer, of a daughter.

MARRIAGE.

SMITH—READ—September 10th, at Bhundara, Central Provinces, by the Rev. W. H. Gale, B.A., H. Lees Smith, Esq. Bengal Staff Corps, son of the Rev. Geo. Sidney Smith, D.D., Rector of Omagh, Ireland, to Jessie, eldest daughter of Hastings Read, Esq., Deputy Commissioner, Bhundara.

DEATHS.

GRAINGER—September 10th, at Yercaud, Catherine Leonora, the beloved daughter of J. N. Grainger, Esq., aged 4 months and 14 days.

JOHNSON—September 11th, at his residence, Royapooram, Mr. William Augustus McKerrall Johnson, Chief Police Inspector, Madras Railway Company, aged 36 years 8 months and 15 days.

ORR—September 13th, at Calcutta, Alexander Mitchell Orr, Assistant, Tingri Tea Estate, Upper Assam, son of the late Alexander Orr, formerly of Calcutta, Solicitor, aged 21 years 11 months and 14 days.

NOTICES TO CORRESPONDENTS.

SEVERAL letters to the Editor are held over.

CORRESPONDENT.—It is of no importance to the public.

STRICT.—The matter is of very little consequence.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

TUESDAY, SEPTEMBER 17, 1872.

JUST as we were going to press we received important telegrams, which appear in another column, to the effect that the verdict of the Geneva Arbitration Commission sentences England to pay fifteen and a half million of dollars.

A SPECIAL telegram from Poona informs us that yesterday the Legislative Council had reached and passed the 116th section of the Municipal Bill. The question of town duties was discussed, and it was agreed that the duty on sugar should be increased half per cent., that on ghee two annas per maund, and that on metals half per cent., The Hon. Mr. Mayhew moved that grain should be exempted from duty, but his proposition was lost; and a similar motion in favour of cotton made by the Hon. Mr. Bythell was also, after a long discussion, lost.

THE Municipal Bill is a subject on which we do not care to enlarge more than is necessary, not from any desire to avoid the trouble of mastering its details, for that has been done already, but simply because we are aware that it is not a very welcome subject to a number of our readers, and especially to those of them who are dwellers in the Mofussil and consider themselves to be happily free from taking any interest in the Municipal affairs of Bombay. *Toujours* Municipality might take away their appetite for any paper, but another, and also a considerable class of our readers, are deeply interested in the subject, sometimes not altogether of their own free will; and undoubtedly the subject is one which both deserves and demands a certain amount of attention. Our reporting columns to-day attest how much of attention it has been receiving at the hands of honourable members of the Legislative Council. It is to go on, we understand, receiving attention from them for some time to come yet, and yet there is a strong and just feeling in Bombay that the management of the Municipal Bill has not been altogether well calculated to attain the ends which the Government professes to have in view. It should not be forgotten that though one man (the Hon. Mr. Tucker) may lead a horse to the water, a dozen men (the whole Legislative Council) may find themselves unable to make it drink. It may be presumed (for we hope it is not too great presumption or taking an excessively sanguine view to suppose so) that the object of the Government is to create a Municipality which will work at least passably well and without causing such gross scandals, large debt, unseemly agitation and distress and ruin as the last Municipal constitution which proceeded from its brains has notoriously caused. Consequently it might have been expected that the Government would have been not only willing, but even anxious, when framing a new constitution, to make it, at least as far as Imperial considerations would allow, in accordance with the intelligent wishes of the ratepayers, who are both to pay for it and to be benefitted by it, and of the Justices, Municipal Corporationers, (we trust to be excused for coining a new word which the Municipal Bill, among its other sins, has rendered necessary,) and Town Councillors who are expected to work it and to be responsible for whatever it may do. It should be remembered that it is not this city which has been the responsible cause of the Municipal muddle which became such an open scandal within the last two years. Bombay did not confer upon itself an unworkable Municipal constitution, or appoint its Bench of Justices, or extend its protection over the unworthy and illegal doings of Mr. Arthur Crawford. For these and other favours it was indebted to the same Government that is now engaged in providing another Municipality for it, and we might reasonably have expected that, after the failure of the past and its disastrous results, the Government would have been at some pains to consult the wishes and wants of the parties chiefly concerned in the working of the new Municipal constitution and whom it seeks to load with all the responsibility of its working. But instead of that, what has been the course pursued? In the first place a long period was allowed to elapse, after the pressing necessity for a new bill had been admitted by the Government, without any bill being brought forward, Sir Seymour Fitzgerald the while declaring with something like tears in his eyes (for he could prepare to shed tears when occasion required) that he had almost had a personal quarrel with the honourable gentleman to whom had been committed the preparation of the bill, and a quarrel in order to get it produced in reasonable time. When it did appear in April last, the ridiculous appearance of the cumbrous monster, for there was nothing of the mouse about it, raised a cry at once of derision and of anger. Nothing could be plainer than that in the preparation of this bill no heed had been paid to the lessons of the past or the necessities of the present, and a Committee was appointed to remodel it, composed at first entirely of gentlemen not one of whom was in a position to represent the city of Bombay. Another long period of time was allowed to elapse without anything being heard either of the bill or of the amending Committee, but in the end of last July, when the Legislative Council is usually held at Poona, the Hon. Mr. Tucker announced what changes had been determined on in the constitutional clauses of the bill. There were great and gratifying changes, but from what source did they come? and how far did they extend? Mr. Tucker, in his speech, did not even announce any change in the most objectionable of all the constitutional clauses that in section VII. which confined the electing ratepayers to persons "who during the "year in which the election takes place shall have "severally paid owner's house-rates to the amount "of not less than fifty rupees." It was left to us to point out this extraordinary, fact which left the whole elective power in the hands of a few house-owners; and, when the amended bill appeared, the whole paragraph was changed and the electing ratepayers were defined as the ordinary payers, to the amount of fifty rupees, of the Municipal house, police, and lighting rates. The suspicion of course arises that the putative father of the bill intended to make no change, if he could well avoid it, in this most objectionable clause. We allude to this circumstance only as an illustration of the way in which the bill appears to have been managed. After the long delays, one of which called something like tears into the virtuous eyes of Sir Seymour, and the discussion of the subject was removed from Bombay to the serener air of Poona, the bill was pushed on with extraordinary and almost indecent haste. Fortunately, however, the haste has not been so great as to prevent the delivery of the very able speeches of Mr. Forbes and Mr. Bythell on the principle of the bill, the first of which we give in our issue of to-day, and which almost renders it unnecessary to give any support to its admirable argument.

THE amount of capital embarked in the spinning and weaving industry of Bombay, including the mills in course of erection, may be estimated at two millions sterling. It is an important consideration to ascertain how this large capital may continue to be made remunerative. The interests of shareholders and operatives of these mills are alike bound up in their prosperity. It is not our purpose to enter upon the consideration of the continued prosperity of the mills of Bombay from a shareholder point of view; the preservation and increase of a rising industry in the interests of the labouring classes is much more the object which we have in view. Mill employment is both regular and constant, and mill wages are higher than can be earned by ordinary labour elsewhere. The collapse of a single mill would throw a large number of the population out of employment; and the collapse of more than one mill would be a calamity to the city. We ask, then, whether it is true that all the existing mills are in such a healthy condition that they can go on prosperously for any length of time, say a dozen years? Spinning and weaving mills have been long enough working in Bombay to enable some satisfactory reply to be given to this question. Shareholders in these mills would probably think it enough to point to the dividends that the various mills are now paying. Directors of the mill companies would perhaps be very willing to endorse the views of shareholders and say that the last one or more dividends indicated with great accuracy the conditions of the mill. This view of the matter would be unsafe even for shareholders, while it would be false as regards the spinning and weaving industry of Bombay. Taking a general and broad view of the mill question as it affects Bombay, we can see a dozen causes in operation to make us hesitate to pronounce the industry to be either safe or profitable for many of the mills. Badly constructed, and, what is worse, badly managed mills may collapse and beggar their shareholders, and other and better mills may take their places. If this could be depended upon; if we were sure that the spinning and weaving industry would not suffer and die out, we might leave the present inefficiency and bad management that so largely exists in some mills to work out its own cure; we might leave these mills to die out or to undergo such reform as might be called for. But capitalists might not be attracted to mill enterprize; having lost their money in badly managed or inefficient mills they might, like burnt children, dread the fire. We have seen how credulous and suspicious the people of Bombay can be; credulous in seasons of profit, suspicious in seasons of loss. They would sell the family jewels and dispose of their cotton mattresses, in seasons of high premiums, to purchase shares, and they would run away from all risk and sacrifice good capital in seasons of loss. We have seen the people of Bombay anxious to sell their old Elphinstone shares for Rs. 400 and the new shares for Rs. 50, in utter blindness of the ridiculous sacrifice they were making. And so might it be again. So might it be if two or three of our spinning and weaving mills collapsed. And with regard to the existing mills, we have seen a small call made for the purpose of supplying new boilers met by an immediate ignorant reduction in the selling price of the shares, and we have seen the capitalist stepping in to take advantage of the alarm in the market. Now a little reflection would have shown that if the new boilers were absolutely necessary, supplying these boilers could not render the mill property less valuable, and if they were not necessary that somebody was playing a roguish part. Over confidence and oversuspiciousness are prevailing vices amongst the capitalists of Bombay. These vices are not less manifested when the capitalists are dealing in business which they do not understand. And spinning and weaving is certainly a business which they know nothing about. It is true that they have not hesitated to dabble in it, but it is also true that they have shown the greatest anxiety to manage the mills from top to bottom and from end to end. What their management is likely to lead to, it is our present purpose to enquire. During the last 4,000 years history does not show that a single Bunniah ever engaged in mechanics, nor does it tell of a single individual of this class who understood the principle on which a file was manufactured or a shaft worked, and yet we see a Bunniah acting in the capacity of factotum of a spinning and weaving mill. It is difficult to understand how a class of unmechanical individuals can ever successfully carry out operations which belong purely to mechanical science; yet this is what is being attempted in Bombay. We say that it is the bane of our spinning and weaving industry. We have seen mercantile firms going a little out of their regular way of business and engaging in various operations requiring a knowledge of mechanical and other skill, but they have always placed a specially selected man in

started at between 2 and 3 to 1 on him, but there was not much betting on any of the field. Volcano got away to an indifferent start, in which Tokay lost several lengths. The first half-mile was done in 54s., and by that time Tokay had taken the lead, so that he must have gone the distance in 53s., and that on rather heavy ground. At the top of the hill, half a mile from home, Tokay held out signals of distress, and Khagan began to close up. At the distance Tokay was out of the race, Khagan leading, with Volcano close up on the outside, and it was the general opinion had a professional been up he would have won. Volcano's rider seemed quite done, and although the horse made a kind of effort of his own he failed to reach Khagan, who won his race amidst a general excitement and the shouts of his backers.

4TH RACE.—THE DECCAN DERBY.—Rs. 800 from the fund, for all maiden English, Colonial, and Country-bred horses. Weight for age and class. Horses imported after 1st January 1872 allowed 4 lbs. Entrance 1st May 5 G.M., 1st June 10 G.M., 1st August 20 G.M., when the race will close, with a sweepstakes of 15 G. M. for each horse declared to start. 1½ mile.

	st. lb.	
H. H. Aga Khan's	b aus f Zeeba	8 3 W.Brew y.1
Mr. Nusserwanjee Mancekjee's	b aus g Victor	9 0 Rowjee ...2
Major Probyn's	b aus g Middy	9 0 J. Brewty.3
Mr. Ali Abdoola's	b aus f Meg Merrilies	8 3 Comer.....4

Time—2m. 54s.

For this race Zeeba, with her light weight and Bangalore performance, was a long way the favourite. Victor and Meg Merrilies made the running, with Middy close by, and Zeeba bringing up the rear. At the turn home Zeeba came through her horses and won rather a quick race, pulling double. Victor second.

5TH RACE.—THE GARRISON STAKES of Rs. 300 from the fund, for all Arabs *bona fide* the property of all military and civil officers. Weight 10st. Maidens allowed 7lbs., that have never won 12 lbs. ; Galloways 10 lbs., that have never won 1st. Winners of a race over Rs. 700 to carry 4 lbs. extra. Entrance Rs. 50. 2 miles, G. R.

	st. lb.	
Major Blundell's	c a h Trumpeter	9 11 Mr. Gaye 1
Dr. Anderson's	c a h Cyrus	9 2 Capt. Stack ...2
Major Probyn's	g a h Elphinstone ...	10 0 Owner 3
Capt. G. C. Hogg's....	c a h Lucifer (late Bodham)	9 2 Owner 0
Dr. Beale's	c a h Romulus	10 0 0
Major Probyn's	b a h Arab Chief ...	10 4 Capt. Philips.0

The fifth and best race was the "Garrison Stakes." Trumpeter was the favourite, though much was thought of Arab Chief. Trumpeter got away in front to a very bad start, if it was really a start at all, made all the running, and won as he liked in 1m. 30s., even time.

It rained a good deal last night and it is to be hoped the weather will be fine for Tuesday, the next day for racing.

CRICKET.

NORTH vs. SOUTH—THE RETURN MATCH.

THE pressure of heavy laws, immutable as those of the "Swedes and Prussians," has hitherto prevented the *punctual* despatch (*point*, should see to this in future) of the scoring sheets of the return match which commenced at Poona on the 5th and concluded on the 7th, and which terminated so disastrously for the Northern team. The retrospect all too surely proves that in the cricketing as in the material universe, stars of the first magnitude undergo eclipse. The cause is not far to seek as regards the Northern lights, for better men we believe never handled willow in the East, than a large moiety of the eleven whom the attraction of their Captain drew down this year to Poona. But his men afield had no practice together. Eleven Graces (or if you prefer the nine), themselves, without some preliminary play or concert, would fail on strange ground to master the difficulties of their untried position. *Verb. sap.*—Next year we shall be glad to learn that a week's preliminary practice has prevented the great annual match, and that the Northern Captain and his company will have less reason to complain of the inconstancy of Dame Fortune and her favours. The Southern Captain had all that a good cricketer's heart could wish, a team well in hand, strong bats, a supply of bowlers of which it was unnecessary to ring all the changes, a certain all-round field, and a superb wicket-keeper. But it is time to analyse the score and indicate those who made figures on the same. Hancock and Pritchard initiated the game to the bowling of Kennedy and Bell. The Northern long-stop made a short stay. His *nunc dimittis* was *tolled* by Bell, aided and abetted by Hills, who apprehended the ball in mid air. Three was all he accomplished, but his colleague was putting 2 and 2 together, so that on his *exit* the first wicket fell for 17 runs. *Fuller* did no better than his predecessor and was under the *dyer* necessity of submitting to similar obsequies—only that Kemp this time arrested the ball in its flight to mother earth. The second wicket went down for 23 runs. Cookson joined his Captain, and great things were expected of last year's colossal scorer. As he warmed to his work, Pritchard met with cold obstruction at the hands of Bell, who shivered his timbers, sending him to the right-about. His the second best score of the innings, to wit 22, consisted of one four, three twos, and the rest singles. The third wicket went down for 29 runs. Boevey was next on the roster, and he quickly retired or rather was retired not without the ceremony of "Book" and "Bell" of course, who presented him with a ball he could not away with. Edwardes held him in the slips and extinguished his brief "candle" a "short six." The fourth wicket fell for 44 runs. The fifth for 49. Pottinger who was bowled by Bell added but one to the score. His successor Oliver elaborated 10—when Young at the wicket held him off one of Kennedy's subtle snorters. Six wickets down for 74 runs. Hunter now came to the front and seemed destined to longevity, but the interposition of his pedestal between one of Bell's circular ideas and his wicket proved fatal. His 18 were put together in authentic fashion, and consisted of 2 twos, 1 three, 1 six, and the residue singles. Seven wickets down for 80. Marshall next appeared, the burden of his song was "We are Seven," thrown out by Bell he found Cricket and Dengue incompatible. Eight wickets disposed of for 104. Dalzell joined Cookson, who had been adding to his score in fair fashion, but at last one of Kennedy's persuaders induced him to retire. His total 32 was made up of 3 twos, 1 three, 2 fours, and the rest singles. Nine wickets down for 109. Proudfoot had little or no opportunity of scoring, for Dalzell after effecting a brace of twos had the knell of his fate rung by Bell assisted by Kemp. The North were thus disposed of for 111 runs.

The South deputed Hills and Singleton as their first representatives at the wicket. The latter was only able to accomplish the prior half of his name, when he was laid low by Proudfoot. The first wicket collapsed for 3. Stewart faced Hills, but was fated to a brief career, Cookson *caughting* him for not playing the ball, and the bowler Fuller *con amore i.e. with caution*. On the fall of the second wicket the telegraph hoisted 14. Marshall, who succeeded, kept the field busy in conjunction with Hills who was doing *sum-at* (the printer's devil cannot mean *summit*) in his elaboration of the *top* score of the innings, viz. 19. Having cut such a figure or figures he was caught and bowled by Pottinger. The third wicket fell for 47. Coddington then came to the front—his achievement 18 was *plainly* seen to be only one in *rear* of the Hills. He put up a brace of fours, a solitary three and two, and five ones. His partner was not able to marshal a large army after his advent, for Pottinger gave him his *quietus*, and the fourth wicket fell for 49. Bell appeared and evanesced after three singles caught by Buckland, substituted for an absentee off Pottinger. The fifth wicket fell for 64. The *Southern* Captain then confederated with his esteemed partner, but Coddington had notice from Dalzell about this juncture to quit—which greatly rejoiced the hearts of the men of "the north countree" when they saw the sixth wicket go down for 81 runs. Kemp was the next to handle the willow, which he did with exceeding energy—inasmuch as he smote Dalzell's second ball for 5. Ere long the Captain lost his company after the manufacture of 12, and Edwardes was retired to the Pavilion, where the flow of wit and tonic water invigorates soul and body. Seven wickets have fallen for 84 runs. Young next assumed the defensive in such good style that he carried his bat out, Kemp meanwhile had been disposed of by Pottinger for 16, and the eighth wicket fell for 107. Kennedy was bowled by Pottinger and did *mocht ava*, as they say in the north of Ireland. Buckland was absent, and Young was left alone in his glory : his last run was for 7. All out for 115, or four ahead of the North.

Fuller and Pritchard commenced the North second innings, which terminated for 76 only. The former without a figure was caught by Coddington off Kennedy, and pop goes the first wicket for 1 run. Cookson, who was quite *Grace-ious* last year with his figures, was the next to follow, but neither he nor his partner made a *Grand Stand* between them—at which people much marvelled—as they thought of the impending Poona Races. Pritchard after scoring 11 was caught and bowled by Bell. Second wicket fell for 22. Pottinger advanced to the vacant place, but did not fill it long, as he was soon caught by Kemp off Bell. *Ex nihilo—nil fit.* Third wicket abolished for 24 runs. Oliver was the next batsman. His partner carried a short space with him, for after making 12, Cookson had his goose done to turn by Kennedy, whose bowling sauce was unsavory in Northern nostrils. The score had not advanced on the fall of the fourth wicket. Boevey followed, but neither he nor Oliver batted in a style worthy of their reputation as cricketers. The latter on scoring 11 was caught by Young off the bowling of Bell. On the fall of the fifth wicket for 40, Hancock went in ; but his addition to the score was meagre and 3 his total. Hills caught him off Kennedy, whose bowling was A 1 and viewed with *sauce-picion* as every one (*sese*) knows who follows the scent. The sixth wicket fell for 45. Hunter was now expected to *retrieve* the *game*, and might have done so had he pursued it on the *Plain* and eschewed the *Hills*, where or by whom he was caught, Bell projecting the fatal bolt. He witnessed the fall of Boevey, bowled by Kennedy, and the discomfiture of the wicket for 49 Marshall now made his appearance, but his was a curt career. He was not an unmoved spectator of the ascent and capture of the Northern Nimrod, and the decline and fall of the eighth wicket for 54. Dalzell then came to the front and played hopefully : he put twelve together without a single figure—a rare arithmetical problem. Had he only kept his ground Young could never have stumped him—which he did. His sum was made up of 3 twos and 2 threes. The ninth wicket fell for 67. Proudfoot was the last man in and carried his bat out for 6. Marshall was bowled for 6 by Bell, and the tenth wicket went down for 76, which left the North 72 to tie and 73 to win. This sum involved the loss of three wickets,

"Only that and nothing more."

Buckland and Young commenced operations. The latter was speedily disposed of for 3 by Proudfoot, and the first wicket fell for 6 runs. Hills then tried conclusions with the Northern bowlers but effected no more than his predecessor (3). He was caught by Dalzell off Proudfoot. The second wicket fell for 24. Coddington succeeded, and with his partner ran the score up to 70. Buckland who gave a chance or two was at length caught by Marshall off Proudfoot, after scoring 42 in capital style. With a little more forward and less or no back play he would strengthen his defence immensely and keep the ball down. It was observed that his partner received three consecutive balls on his knuckles, which forward play would have obviated. The third wicket fell for 70, and Bell, not out, was merely needed to assist Coddington in the final and winning runs.

NORTH.

1ST INNINGS.

Captain Hancock	c Hills, b Bell	3
C. Pritchard	c Kemp, b Bell	22
E. F. Fuller	c Coddington, b Kennedy ...	3
C. G. Cookson	b Kennedy	12
A. W. Crawley-Boevey	c Edwardes, b Bell	6
J. C. Pottinger	c Kemp, b Bell	10
N. Oliver	c Young, b Kennedy	10
J. M. Hunter	c Hills, b Bell	3
Captain Marshall	b Bell	6
A. Dalzell	st Young, b Bell	12
W. Proudfoot	not out	6
Extras		2
		111

2ND INNINGS.

Captain Hancock	c Hills, b Kennedy	3
C. Pritchard	c and b Bell	11
E. F. Fuller	c Coddington, b Kennedy ...	1
C. G. Cookson	b Kennedy	2
A. W. Crawley-Boevey	c Hunter, b Bell	0
J. C. Pottinger	c Kemp, b Bell	16
N. Oliver	c Young, b Kennedy	4
J. M. Hunter	1 b w Bell	18
Captain Marshall	thrown out by Bell	7
A. Dalzell	c Kemp, b Bell	4
W. Proudfoot	not out	0
Extras		5
		76

SOUTH.

1ST INNINGS.

Major Hills	c and b Pottinger	19
Captain Singleton	b Proudfoot	1
R. N. Stewart	c Cookson, b Fuller	3
Captain Marshall	b Pottinger	14
Captain Coddington	b Dalzell	18
C. W. Bell	c substitute, b Proudfoot...	3
Lt.-Col. Edwardes	b Dalzell	12
W. Kemp	b Pottinger	16
F. B. Young	not out	15
W. P. Kennedy	c Pottinger	0
A. W. Buckland	absent	0
Extras		11
		115

2ND INNINGS.

Major Hills	c Dalzell, b Proudfoot	3
Captain Singleton		
R. N. Stewart		
Captain Marshall		
Captain Coddington	not out	20
C. W. Bell	not out	0
Lt.-Col. Edwardes		
W. Kemp		
F. B. Young	b Proudfoot	3
W. P. Kennedy		
A. W. Buckland	c Marshall, b Proudfoot	42
Extras		5
		73

BOMBAY.

A TONIE sank in the Harbour on Sunday, the weather being squally that day.

FAIR.—The annual fair at Upper Colaba, near the Light House, commences to-day.

RAJCOOMAR COLLEGE.—The October vacation of the Rajcoomar College commenced on the 9th inst.

EUROPEAN VAGRANTS.—There were forty-five European vagrants in the Government work-house yesterday.

THE gentlemen summoned to serve on the Special Jury will be required to attend at the Court House this morning.

ASSAULT.—Manuel Luis, a butler, was yesterday charged before Mr. Connon with assaulting a Mrs. Lamp, and was on conviction fined Rs. 10, with the alternative of a month's imprisonment.

THEFT.—At the Fort Police Court yesterday, one Nencoo Manajee was sentenced by the Senior Magistrate to receive ten stripes, on a charge of stealing a sheet, the property of a man named LUXMON NURSOO.

ACCIDENT.—On Saturday a Hindoo labourer, employed in the Colaba Press Company, whilst carrying a weight, accidentally fell, and was much injured. He was removed to the Jamsetjee Hospital.

STRIPES.—In the Fort Police Court yesterday, before Mr. Connon, a Mussulman, named Dildurshaw Lalshaw, was convicted of stealing an umbrella, belonging to one Hamid Oomer, and sentenced to receive twelve stripes.

ACCIDENT ON BOARD A PROW.—A man named Bhowance Shaik Ebram, employed on board a prow, had his feet jammed on Sunday between the prow and a ship's side. He was removed to the Jamsetjee Hospital.

ARREST OF A GANG OF DACOITS AT AHMEDABAD.—A short time ago a gang of dacoits was arrested at Ahmedabad, with dangerous weapons and the drug known as "dhatura," in their possession. They were in police costume when arrested.

FATAL ACCIDENT.—A Coroner's jury was empannelled on Sunday at Khetwady on the body of a Maratha by name Balloo Raghoo. The jury upon the evidence came to the conclusion that the man had died from injuries received by a stack of wood having accidentally fallen upon him.

FALSE PRETENCES.—A Mahomedan named Joosub Aboo, a dyer, was yesterday charged before the Senior Magistrate with aiding in the commission of the offence of obtaining a quantity of cotton yarn by false pretences from one Dharcy Walljee. The magistrate postponed the case till the 23rd inst.

THE HOUSE OF CORRECTION.—Yesterday there were in all 290 prisoners in the House of Correction, Byculla. Of these, 50 were under sentences from the High Court, 211 from the Magistrates of Police, 28 from Military Courts Martial, and one from Naval Court Martial. Of the prisoners, 196 were natives, and the remainding 94 were Europeans.

AN OLD OFFENDER.—Yesterday in the Fort Police Court, before the Senior Magistrate, a Hindoo named Bhickoo Luxmon was charged with being found between sunset and sunrise loitering in a public street, without giving any satisfactory account of himself. He was adjudged guilty and sentenced to three months' rigorous imprisonment.

CHOLERA.—Three cases of cholera were reported to have occurred on Saturday—two in Tank Street, Nagpada, and one in the Custom House. The police had administered cholera mixture to the parties. On Sunday one Antone Caitan Pereira, residing in Church Street, Mazagon, was attacked with the epidemic, and was attended to by Dr. A. DeCarvalho. He died the same night.

BURGLARY.—Rahimbhoy Aladinbhoy, residing in the Falkland Road, reported to the executive police yesterday, that on Saturday some thieves entered his house through one of the open windows, and carried off a silk saree, &c. The noise caused by the thieves in endeavouring to force a cupboard awoke the landlord. The cupboard contained valuable jewellery. Enquiries are being made by the police into the matter.

THEFT OF A GOLD WATCH.—A Hindoo named Laljee Hurda, residing in the Chiraz Bazaar, reported to the executive police on Sunday the loss of a gold watch and chain, valued at Rs. 200, which he had kept in a box about two months ago, and when he went to look for them a day or two ago he found them missing. He suspects his servant who had charge of the keys and had access to the box. It seems that the servant has absconded from Bombay.

FIRE.—Yesterday between twelve and one o'clock, a fire broke out in the Government Coal Depôt, Colaba. It appears that while the conductor was going his rounds he felt a smell of smoke issuing from a room. He immediately examined all the rooms, and found smoke issuing from a place containing a large quantity of coal. He at once sent word to the Dockyard authorities, and the steam and manual fire engines were soon on the spot. The manual engines were working till late in the afternoon.

A CURIOUS STORY ABOUT A MAMLUTDAR.—It is stated that a few days ago a Mamlutdar punished a Brahmin for an offence. The latter threatened to ruin the Mamlutdar, and to execute his threat he adopted an extraordinary trick. He went for some days to a temple, and then reported to the friends of the Mamlutdar that in a few days he would come into trouble. The Mamlutdar then took alarm, and applied to his superior to send him to some other place, and it is said that an order has been made for his transference !

GAMBLERS.—Yesterday in the Girgaum Police Court, before Mr. Nana Morojee, four Chinamen and five Malays were charged at the instance of Mr. Inspector Colello and a havildar of police with gaming with counters and moneys in a house at Mazagon. They were adjudged guilty. Two of them were fined Rs. 20 each, or, in default, to undergo forty days' imprisonment ; one Rs. 15, with the alternative of thirty days' imprisonment ; and the rest Rs. 10 each, with the alternative of twenty days' imprisonment. The magistrate ordered Rs. 20 out of the fine to be paid to Mr. Inspector Colello, and Rs. 5 to the havildar.

SERIOUS DAMAGE AT THE ASIATIC SOCIETY'S LIBRARY.—It appears that the rain storm of Thursday night last caused considerable damage to the books in the library of the Bombay Branch of the Royal Asiatic Society, in one of the rooms in the Town Hall in which the librarian has his office. About three thousand volumes, chiefly works on jurisprudence, were saturated and more or less damaged. They have been spread out in the Town Hall to dry, but it is apprehended that the larger portion of them will prove a loss to the library. The costly illustrated books, which are kept in the same room, fortunately escaped being drenched.

LOWER MAHIM.—A correspondent writes—"The heavy rain that fell here on Thursday and Friday, accompanied with thunder and vivid lightning, has done immense good. The fall of rain on Thursday was 4 inches and on Friday 7 inches. The wells are full to the brim, and the large tank in front of the Roman Catholic church is overflown. The oldest inhabitants of this place say that they never witnessed such a downpour for the last 13 years within the short space of a few hours. The total fall up to this morning is 78-35 inches. The paddy fields are in their full bloom, and the farmers anticipate a rich harvest this season. Several large cocoanut trees have been uprooted, branches of trees blown off, and the walls in several places have given way. Cholera which broke out in its virulent form has disappeared. I beg to draw the particular attention of the Municipal Engineer to the disgraceful state of the roads here, especially that portion leading to church and bazaar."

HIGH COURT.—17TH SEPTEMBER.

(Before the Hon. Mr. JUSTICE GIBBS.)

SHORT CAUSES.

733-71—Rimington, Hore, and Langley—Nurserdass Jetram v. Sungapa bin Sevmoorty and others—Garud.

129-72—Keir, Prescot, and Winter—Cawasjee Jamsetjee and others v. Charles Lionel—No appearance.

207-72—Manisty and Fletcher—Bhicajee Nowrojee v. Atmaram Madhowjee—No appearance.

395-72—Jefferson and Payne—Pallonjee Shapurjee v. Ramah, widow, and another—Tyabjee.

396-72—Shapurjee and Thakurdass—Cassum Hajee Mitha v. Jugga Ludha and others—Mody.

448-72—Tyabjee—Hocumchund Joytadass v. C. D. Leggatt and another—No appearance.

LONG CAUSES.

670-71—Manisty and Fletcher—Thucker Girdhur Jadowji v. Bai Rattanbai, widow—Rimington Hore, and Langley.

681-71—Manisty and Fletcher—Cooverji Pragji v. Gopeckabai, widow—No appearance.

685-71—Leathes and Crawford—Cassinath Dadaji v. Hurrichund Ramkrishna—No appearance.

713-69—Manisty and Fletcher—Jairam Goculdass and another v. Chuttoorbhooj Ludha and another—Macfarlane and Skipsey, and Payne.

695-71—J. Gopall—Mookchund Ootumchund v. Magonbhai Huckmichund—No appearance.

314-70—P. Dinshaw—Cullianjee Madhowjee and another v. Vithuldass Nundkishordass and another—Keir, Prescot, and Winter.

637-71—Jefferson and Payne—Dadabhoy Rustomjee v. Jewa Ramjee—No appearance.

698-71—Jefferson and Payne—Jugjivan Cullianjee and others v. Rogunathjee Tarachund and others—Hearn, Cleveland, and Peile.

395-71—Jefferson and Payne—Sakervahoo, widow, v. Canjee Luxmidass and another—Hearn, Cleveland, and Peile.

610-71—Rimington, Hore, and Langley—Tricumjee Veljee v. Ruttonsey Damjee and others—Shamrao and Macfarlane and Skipsey.

262-71—Mody—Nusserwanjee Merwanjee v. Pestonjee Dinshaw—P. Dinshaw.

506-71—In person—Nurotumdass Cooberdass v. Moya Shaik Essoof, &c., and others—Dallas and Lynch.

(Before the Hon. Mr. JUSTICE BAYLEY.)

72- —Dallas—Ganeshamdass Dhoorsamul v. Goordyall Hoolkunchund—N.

83-72—Craigie, Lynch and Owen—The Commercial Bank Corporation v. Cowasjee Byramjee Colah.

403-72—Dr. Dallas—for pauper Ramabai v. Mirza Mahomed Josup, &c.

431-72—Manisty and Fletcher—Chunda Ramjee v. Tarachund Ramchund.

442-72—Hope—Futow Wagga v. Khutow Gungjee and another.

LONG CAUSES.

710-71—C. Tyabjee—Ruttonjee Aspanjeee v. Moorlidhur Oodhowjee and others—Macfarlane and Skipsey.

713-71—Manisty and Fletcher—Hassumbhai Moosa and another v. Trimbuck Ramchunder and others—Hearn, Cleveland, and Peile.

660-70—C. Tyabjee—Mathooradass Soorjee v. The Agra Bank, Limited,—Manisty and Fletcher.

1137-68—Rimington, Hore, and Langley—Rahimoobhoy Habibbhoy and another v. Khoja Balloo Khan Mahomed and another—Manisty.

264-71—Hearn, Cleveland, and Peile—William Lowdon, Esq., v Damodhur Hurjivundass—Manisty and Fletcher.

SHIPPING ITEMS.

THE SHIP ALABAMA, 948 tons, Captain R. H. Weir, will sail to-day in ballast for Rangoon.

THE BARQUE MOZUFFER, Nacoda, arrived yesterday from Mauritius (August 27) in ballast, and eleven deck passengers.

THE SHIP EASTERN LIGHT, 1,245 tons, Captain John McLie, arrived yesterday from Liverpool (May 9th) with a cargo of 1,927 tons coal belonging to the G. I. P. R. Co. The vessel is consigned to Messrs. Nanabhoy and Sorabjee.

THE SHIP MOUNT WASHINGTON, 1,217 tons, Captain J. Titcomb, arrived on the 15th instant from Liverpool (May 24th) with a cargo of 1,485 tons coals and 98 tons and 13 cwts. coke, belonging to G. I. P. R. Co. The vessel is consigned to the captain.

MESSRS. R. RUBATTINO & Co.'s S.S. ARABIA, Captain Caboara, arrived in harbour at 3 P.M. yesterday with a general cargo and the following passengers :—From Genoa—Mr. F. Earle, Mr. H. H. Jougaet, Mr. Fooks, and Mr. Bresseaux. From Naples—Captain and Mrs. Fagan. From Port Said—Mr. and Mrs. B. Felman, Mr. M. Solomorich, and Mr. L. Conti and 3 companions. From Aden—Mr. Mustapha [illegible].

THE SHIP LADY OCTAVIA, 1,272 tons, Captain D. Welsh, arrived on the 15th instant from Melbourne with the following passengers :—Mr. John Learmouth, Mr. Joseph King, Mr. Keeneith, and 176 horses of the value of about £8,000. The vessel is consigned to the captain. The captain reports that the wind from the Equator 64° East had been constantly from N. N. W. to N., and no rain until about 140 miles from Bombay, and then had much rain with a falling barometer until within 19 days from the equator.

THE S.S. MULA, 690 tons, Captain J. Hanna, arrived yesterday from Cochin and Coast with the following passengers :—Colonel Sir John Lewis, 12th B. N. I., Mr. Veleure, Lieut. A. M. B. Arroba, Mr. Lovatt, and fifty-three deck passengers. The captain of the vessel reports having encountered very unsettled weather with heavy sea, squally weather, and much rain. The vessel has brought the following cargo :—From Cochin—184 casks cocoanut oil, 95 packages copra, 35 packages cocoanuts, 24 packages cardamoms. From Calicut—108 packages copra, 98 bags gingelly seed, 10 casks cocoanut oil, 1 package specie, 239 packages cocoanuts, 4 casks oil, 41 dubbers ghee, 5 packages coffee, 92 bags betelnuts, and 10 bags molasses. From Tellichery—69 bags pepper and 1 case wax. From Mangalore—8 casks oil, 4 bags arracknuts, 2 bags nuts, and 2 dubba cinnamon oil. From Carwar—60 bundles cocoanuts, 11 bundles pepper, 11 bales cotton, 1,000 bundles coir, 1 package oil, and 12 bundles rope. From Vingorla—14 bundles skins, 19 bundles hides, 4 bundles sharkfins, 23 bundles betelnuts, and 4 bundles wax. The vessel is consigned to Mr. Essa bin Khalipha.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	HIGH WATER. Height.	SEPTEMBER.	LOW WATER. Time.	LOW WATER. Height.
H. M.	FT. IN.		H. M.	FT. IN.
11 23 m	7 6	Tuesday..... 17	5 6 m	7 0
11 44 a	6 4		5 38 m	7 2
11 57 m	7 3	Wednesday ... 18	5 46 m	6 10
.....	.....		6 14 a	7 9
0 24 m	6 10	Thursday 19	6 28 m	6 8
0 35 a	7 6		6 48 a	7 10
1 1 m	6 9	Friday 20	7 5 m	5 10
1 7 a	6 3		7 23 a	7 7
1 46 m	6 3	Saturday..... 21	7 43 m	4 7
1 36 a	5 4		7 59 a	6 10
2 30 m	5 4	Sunday 22	8 23 m	3 2
2 5 a	4 3		8 36 a	5 11
3 16 m	4 2	Monday..... 23	9 5 m	1 10
3 0 a	2 10		9 14 a	4 8

Moon—Full, 17th, 9h. 55m. A.M.

THE oldest mnemonic curiosity is, that a woman, who never knows her own age, knows in half an hour that of all her female friends.

THE WEATHER AND THE CROPS.

FROM the weather report of Kutch for the week ending the 8th inst. we see that the rain-fall in the camp amounted to 13 cents, and in the town to 47 cents. The state of the crops was reported to be thriving. Wheat flour of the first sort was selling in the camp at six, and in the town at 8·625, seers per rupee. Season and dengue fevers were prevalent. A flight of locusts passed over Bhooj from west to east on the 2nd. The crops at Mandvie were in a good state. At Wagur a swarm of locusts settled down on the 2nd inst. Fever continued. Heat was increasing for want of sufficient and timely rainfall. The crops were satisfactory, though young locusts had damaged crops and forage.

ACCIDENTS CAUSED BY THE FLOODS ON THE B. B. & C. I. RAILWAY.

INTERRUPTION OF TRAFFIC.

THE following report was sent to the Consulting Engineer for Railways yesterday :—

Bombay, Baroda, and Central India Railway,
Agent's Department, Bombay, 16th Sept.
No. 4080 of 1872.

To Lieut.-Col. H. F. Hancock, R. E., Acting Consulting Engineer for Railways, Bombay.

SIR,—I regret to have to report that the communication by this Railway has been interrupted since yesterday (Sunday) evening owing to serious damages caused by the floods in the district just south of Bulsar.

2. According to the latest telegrams 8 spans of the 14 span bridge on stone piers, across the Damaunganga River, 105 miles from Bombay, have been carried away, and it is stated that the Parbridge, a high bridge of 10 spans on screw piles, 118 miles from Bombay, has also gone ; but before speaking definitely as to the damage to the Parbridge we wait for further information, which has not yet been received owing to the telegraph being interrupted north of the Damaunganga.

3. From this day, and until further notice, we only propose to run one train each way per diem, in the time of the mixed train, between Bombay and Bheelar. The up-mail due in Bombay at 10 P.M. yesterday did not pass the obstruction, and has not consequently reached Bombay.

4. No loss of life or personal injury is mentioned in any of the telegrams which have reached me as having occurred.—I have, &c. C. CURREY, Agent.

THE MUNICIPAL BILL.

THE meeting of the Justices, held yesterday to consider the Municipal Bill now before the Legislative Council, was well attended and the proceedings were unanimous in condemnation of the provisions of the new measure. John Connon, Esq., the chairman, presided. A series of resolutions, proposed by W. Martin Wood, Esq., seconded by Sorabjee Shapoorjee Bengalee, Esq., was adopted. These were to the following effect : that the Bill disappoints the expectations of the public because the Town Council will have neither independence nor initiative power and will be little better than a board of audit and revision ; because the entire executive authority is to be vested in a Commissioner to be appointed by Government and over whose acts neither the Town Council nor the Corporation will have any effective control ; because the electoral qualification will exclude a large number of citizens from voting who are otherwise well qualified to take part in Municipal affairs ; because some clauses will afford opportunity for expenditure of undefined amount on objects that have not a proper claim on the Municipal fund ; because the Corporation will be unable to check police expenditure ; and because the power taken by Government to interfere in the affairs of the Municipality in so many ways deprives the Bill of most of its value as a scheme of local self-government.

THE MOFUSSIL COMPANY, LIMITED.

THE second annual general meeting of shareholders of the Mofussil Company, Limited, was held yesterday at the office of the Company, Elphinstone Circle, to receive the directors' report and the audited accounts for the year ending 30th June 1872 ; to declare a dividend ; to confirm the election of Mr. R. McIlwraith as a director in the room of Mr. W. G. Hall, resigned ; to elect directors in the place of those who retired by rotation, but who offered themselves for re-election ; and lastly, to appoint auditors and to fix their remuneration. Mr. R. McIlwraith, chairman of the board of directors, was in the chair. There was a good attendance of shareholders. The chairman having offered certain explanations in reference to different items in the accounts, which might possibly be not clearly apprehended, the following resolutions were adopted unanimously :—

Proposed by the Chairman, and seconded by Mr. Nusserwanjee Byramjee, that the report be taken as read.

Proposed by the Chairman, and seconded by Mr Thos. H. Moore, that the report of the directors, which had been circulated amongst the shareholders, with the balance sheet and statement of accounts for the year ending 30th June 1872, be approved and adopted.

Proposed by Mr. Nusserwanjee Byramjee, and seconded by Mr. Kessowjee Naik, in order to meet the wishes of the shareholders, that a dividend of Rs. 4½ per share, free of income-tax, be declared payable on and after 18th inst., to the shareholders whose names stand in the register on this date.

Proposed by Mr. Hamilton Maxwell, and seconded by Mr. Limjee Jamsetjee, that Mr. Kessowjee Naik, who retires by rotation, be re-elected a director for the current year.

Proposed by Mr. Nusserwanjee Byramjee, and seconded by Dr. Jeejeebhoy Bejonjee, that the appointment of Mr. R. McIlwraith as a director made by the board be sanctioned.

Proposed by the Chairman, and seconded by Mr. Limjee Jamsetjee, that Messrs. S. W. Read and Dwarkanath Jagonnathjee be appointed auditors for the year commencing 1st July 1872, and that their remuneration be Rs. 150 each as heretofore.

A vote of thanks to the Chairman and to the general manager of the Company, Mr. James Melville, closed the proceedings.

FOURTH CRIMINAL SESSIONS.

AT the Criminal Sessions of the High Court yesterday, the following case was tried before the Hon. Mr. Justice Green and a Special Jury :—

THE HUNNOOMAN LANE MURDER.

Luis Fernandes, a young swarthy-looking Native-Christian, was charged with the murder of Anna de Cruz, committed in Hunnooman lane on the night of the 23rd August last. He was also charged with culpable homicide not amounting to murder, and with voluntarily causing grievous hurt. Mr. Latham and Mr. Pigot, instructed by the Public Prosecutor, appeared for the prosecution. Mr. Budroodin Tyabjee defended the prisoner.

Mr. Latham briefly stated the facts of the case. The series of charges against the prisoner were, except the last, different variations of the charge of murder. The charges were so framed that the jury could, according to their view of the evidence, find the prisoner guilty of culpable homicide not amounting to murder. But the learned counsel would ask them to confine their attention to the one charge of murder. The deceased woman, Anna de Cruz, resided in a house in Hunnooman lane and occupied two rooms, in which she lived with an old woman named Maria Pereira and a cook named Raghoo Motoo. In the front room the deceased and the old woman slept, while in the other room cooking was carried on and the cook slept there. In the cook-room was a stair-case, which was so situated that a person coming up could see into the cookroom as well as into the front room. It was important, said the learned counsel, to bear these points in mind in order clearly to understand the evidence. The prisoner was in the habit of visiting the deceased, and some disagreement had already occurred between them on account of the visits of a man named Lumboo. On the 23rd August last, Lumboo paid a longer visit than usual to the deceased. About 4 P.M. that day, when prisoner left the deceased, she was in her usual health except that she complained of some slight sickness, and at her request the cook got her some country liquor which she drank. Late that evening, after prisoner returned to the house, an altercation took place between him and the deceased ; some angry words were exchanged about the man Lumboo ; and at that moment the cook saw the prisoner make a thrust with his hand into the left loin of the deceased. The woman raised a cry ; and the prisoner rushed past the cook and was seen no more. It was found that the woman had expired in her bed. The old woman Maria, who is deaf, was sleeping on a box in deceased's room and was awakened by the cook. Lumboo was brought to the house. A report was afterwards made to the police, and an enquiry was held the next day. The direct evidence of the prisoner being the man who inflicted the wound rested on the testimony of the cook ; and the case would depend on the credibility which the jury attached to his evidence. The jury would also find that there was evidence to corroborate the cook's statements. The jury would also consider the conduct of the prisoner. He was in the constant habit of visiting her, but after the occurrence of the 23rd August, he was not to be found anywhere until the 25th, when he was taken into custody at Mahim. The Parsee liquor shopkeeper, in whose service the prisoner was, would tell the jury that he did not open the shop on the morning of the 24th August, as it was his duty to do daily ; and that he did not see him until he was brought to the shop in custody. The jury would also hear the evidence of a barber residing at Mahim, who, at prisoner's request, shaved off his hair. If the jury believed the evidence as to the identity of the prisoner, the learned counsel thought they would have no great difficulty in coming to a verdict. If they thought the evidence was not sufficient as to the first charge, they could reduce it to the charge of culpable homicide not amounting to murder or of voluntarily causing grievous hurt. There was provocation in the case, but the learned counsel was of opinion it was not that degree of grave and sudden provocation as would in law justify a man in the commission of the serious crime of murder. The prosecution did not charge the murder as the worst class of murders ; but still if the jury were satisfied that the prisoner was the man whose hand inflicted the wound, their duty, although a very painful duty, would be a very clear one.

Evidence was then led for the prosecution.

Raghoo Motoo, examined by Mr. Pigot, said—I was a cook to the deceased Anna, and had been two months in her employ. We occupied two rooms, one of which was used as a sitting room and the other as a cookroom. I used to sleep in the cookroom. They are situated on the first flo

each of which is worth, say, Rs. 250 per annum. If only one of these shops, godowns, or compartments, is let and the rest are unoccupied, the landlord who will recover rent Rs. 250 only, will under section 76 have to pay Rs. 180 for house rate on the annual rental of the whole flat, Rs. 3,000, even at the present rate of 6 per cent. In addition to this the unfortunate victim will have to pay, under sections 86 and 87, Rs. 110, at the present rates for police and lighting rates for the unoccupied portions on a rental of Rs. 2,750. Thus whilst the landlord will realize only Rs. 250 for rent he will be subjected to the payment of rates to the amount of Rs. 290, that is Rs. 40 more than the whole of the rent he gets. This is not an imaginary case. I am prepared to specify actual cases of this description which occur in the city at the present moment.

The Hon. Mr. Tucker—Your Excellency,—I beg to point out that the hon. gentleman is now going into minute details, which is a thing hardly right to do upon a second reading. It is only to the principles of the measure that he ought to speak now, and not the details.

The Hon. Mr. Munguldas, Nathoobhoy—With the greatest deference to the hon. gentleman who has just spoken, I would remark that the course which I am now taking has been pursued during all the years I have sat in Council, and I think that what I have said will be borne out by the reports of the Council.

The Hon. Mr. Tucker—I personally have no objection to hear the Hon. Mr. Munguldas, but the matter is for consideration by all the members of Council.

His Excellency—I was just going to say that I thought the hon. gentleman was going into details. This is undesirable, because almost every one of the objections now being taken by the hon. gentleman will come up again upon the consideration of clauses. I do not gather that because the hon. gentleman is now making these objections he intends to conclude with a motion to reject the bill.

The Hon. Mr. Munguldas said this was not his intention.

His Excellency the Governor—Then I think it is unnecessary for the hon. gentleman to enter into details at this stage of the bill.

The Hon. Mr. Munguldass said his intention was not to go into details for the sake of the details, but simply to indicate the objections he was prepared to take when clauses came on, so that hon. gentlemen might be prepared to answer them. This had been the practice in Council for the last seven years.

His Excellency said he did not wish to interfere with the hon. gentleman now, but he hoped he had nearly got to the end of his objections.

The Hon Colonel Kennedy said that Mr. Munguldas's explanation was unnecessary, because, as he had already specified in his dissent those sections which he took exception to, the Council had plenty notice of the line he intended to take.

His Excellency the Governor said he thought they had better allow Mr. Munguldas to go on now.

The Honourable Mr. Munguldas said he would follow His Excellency's wish if he wished him to stop.

His Excellency said he might proceed, and he would not be interrupted again.

The Hon. Mr. Munguldas said he would curtail his remarks as much as possible, and continued—Section 77 and the proviso in section 105., which exempt buildings and lands owned or occupied by Government from payment of house rate and occupiers' rates are highly objectionable. In Calcutta no such exemptions exist, although the Government contribute one-fourth of the expenses of the police. My objection is supported and strengthened by the testimony of the committee, composed exclusively of Government officers appointed by Government in January last to make suggestions for amending and consolidating the existing Municipal Acts. I beg to draw the Council's attention to the para. of the said Committee's report on the subject in question. In reference to the Hon. Advocate-General's remarks, that it is not legal to tax Government property even for occupiers' rate, I can at present only say that if it is so then there is no necessity to enact special sections to exempt Government property from house and occupiers' rate to which I object. The majority of the Select Committee have failed to show any grounds in favour of such exemption. In my humble opinion it is not to dignified proceeding on the part of the Government to shirk their liability to contribute their share of the rates and taxes due by them in respect of the large and valuable property owned by the State in the metropolis of Western India. The majority of the Select Committee have even made matters worse. The bill as referred to them exempted only the Government buildings as the existing law does, but the section as amended by the majority of the Select Committee exempts even lands. With a view to relieve the poorest class of occupiers from the burden of municipal taxation which they are unable to pay, I will venture to propose that every owner and occupier of a house or hut assessed on gross rental of Rs. 20 and under per annum, should be totally exempted from the house rate and occupiers' rate. The proposed exemption will involve a trifling loss of revenue to the amount of Rs. 430, whilst two hundred of the poorest persons will be relieved and the Municipality will be saved the trouble of making out and recovering more than 500 bills for such small sums as a few annas each. It may perhaps be said that the effect of several of my proposals will be to reduce the income of the Municipality. If the Council do not decline to assess the extensive and valuable property owned by Government in the city of Bombay and to levy the small duty on cotton imported into and breaking bulk in the emporium of Western India and to increase the tax on labour carts and hackeries, the revenue of the Municipality will, after giving just relief to the landlords and poor occupiers, be ample and sufficient for the conservancy and sanitary requirements of Bombay, and will, moreover, afford means for further improvement, sanitation, and embellishment of the city.

The Hon. Mr. Forbes—Your Excellency,—The more I have made myself familiar with the details of the bill, and the more I look at it from a general point of view, the less I am satisfied with it, and although the Hon. Mr. Tucker has objected to my taking more objections to the bill a week or two after we had gone into details yet I believe that if you were to wait another week or so until I could make myself still more familiar with the clauses, my opposition would be much stronger, and I feel that I do not need to apologise for objecting to the bill both in principle and detail. I regret that it does not appear desirable to your Excellency to allow further time before proceeding with the second reading, and I hope I shall not be out of order in calling attention to an extract from a letter from the Government of India to the Government of Bombay, dated the 11th December 1861, which says that "the Governor-General in Council is of opinion that the rules of the Legislative Council should provide ample time not only for the discussion of measures introduced but also for their publication, so that the public may have a full opportunity of submitting such representations to the Council regarding any pending measure as they may desire to make." Sir Charles Wood, Secretary of State for India, in a despatch to the Government of India dated the 9th August 1871, also expressed similar sentiments when he said that "no law except one arising out of some pressing contingency shall be passed without full opportunity for mature deliberation and discussion, and the intervals of discussion should be such as to allow members of Council adequate opportunities of inquiry and reflection." I feel for my own part that I have not had adequate opportunity for reflection and inquiry regarding the full bearing of this bill. This bill is one of the greatest possible importance to Bombay, and the principles involved in it are such as may lead to great changes. I therefore think it should be proceeded with very cautiously, and only after opportunities for very full inquiry and reflection have been allowed. If we do not proceed with the bill at present in detail, we may be able to ascertain the views of some of those persons in Bombay who are likely to be most affected by the bill, and we shall also be able to obtain the views of the Bench of Justices, which, I suppose, of all bodies in the community have the most ample knowledge of municipal affairs, having had the experience of many years in dealing with them. They have taken the very earliest opportunity which they possibly could to consider the bill, and I therefore regret a haste which will cause the bill to be discussed in detail without giving the Bench a chance of being heard. So far as I can see, after such careful study of the bill, as the time would permit, I can look forward to nothing but total failure of the experiment of allowing the citizens of Bombay to manage their municipal affairs, and I hope that in my remarks I shall be able to show the members of Council that my reasons for thus foreboding are not groundless, and I hope also that we may by-and-bye receive from the Government some assurance of their desire to deal with the question in a more liberal and what I may call large-hearted manner. I shall now speak of the bill regarding two of its aspects—that is its constitutional and its financial aspect. I believe this bill cannot lead to any good result, because it is so framed that it cannot encourage public spirit—far from this, the bill will discourage the most intelligent and the most useful members of the Bombay community from taking any part in the municipal government of the town. I was very glad to hear that the large franchise qualification fixed by the Select Committee is to be altered, so that it is not the intention of Government to prevent the most intelligent part of the community from taking any part in the proceedings of the Corporation. But even with that correction I think these same persons will have very little inducement to become members of the Corporation or of the Town Council. Looking at the position of the Municipal Commissioner, we find he is perhaps a more independent officer under the new Act than he was under the old one. He is appointed by Government, and he alone moveable by Government. Two-thirds of the corporation are to be allowed to move Government for his removal, but Government is in no way bound to act upon the representation. The Municipal Commissioner will as heretofore be apt to consider himself rather a master of the Corporation than its servant, and the question is whether, after what we have seen of the working of such a system in Bombay, men of intelligence and public spirit will be disposed to accept virtually the position of servants of the Municipal Commissioner. I cannot see what influence the Corporation or Town Council could bring to bear upon the Commissioner if he happened to be an intractable or obstinate man, and though it may be that whether he is appointed by the Government or the Corporation may be a comparatively minor matter, yet I hope such alterations will be made in the bill as will place him under the control of the Corporation and prevent him from being its master. The only functions which, under this bill, are reserved to the Town Council, are those of auditors of the Municipal Commissioner's accounts. As such of course the members may do good service, but is it to be expected that professional men, such as bankers, lawyers, or medical practitioners, or the principal householders of Bombay, men for the most part of great wealth and intelligence, and with plenty of occupation on their hands, will accept such a position as that of mere auditors? I must say that if there is such an expectation it will remain unrealised, and I therefore think that so far as the constitutional part of the bill is concerned it must be regarded as wrong in principle and will be found unworkable in practice. I may also mention a matter which I think has very considerable bearing upon this part of the bill, and that is as regards the provision in section 136 whereby the Corporation are authorised to contribute towards educational funds. Now, I think that if the promoters of this bill had based its principles upon a feeling of confidence in the Corporation and citizens, and had studied to render the position of the Corporation as honourable and responsible as possible, instead of reducing them to what I have already called in my dissent "mere cyphers," I think it would have had an influence which perhaps would have had more effect with regard to education, and education of the best sort, than if we had been expressly bound to contribute so many lakhs of rupees towards the support of school-masters and professors, &c. I think one of the greatest wants of the city of Bombay will be found to be that the people are not sufficiently aware of their own rights as citizens or are so ignorant as to be unable to avail themselves of them. I think, therefore, that if the principle of the bill had been more liberal, the spirit infused into our citizens would have had the most excellent effect. I may illustrate my meaning by referring to a special case. A man has come to me more than once to complain of being called upon to pay so much for municipal taxes. He lives in a back street in Bombay, in his own house, and if he had to walk along that street at night he found he had to splash through pools of mud and filth. Yet he had to contribute for lighting, although there were no lights in the street; he had to pay water rates, although the water supply did not come near him; and he had to pay for cleansing, although the street was in such a mess. I think if such a man could be told, "Well, the remedy lies in your own hands, because you are entitled to vote and you have but to urge your grievances upon the representative of the Corporation, and something will be done towards abating what you complain of"—I think that such man would rise in his own estimation and be a better citizen and contribute more willingly towards the taxation required for the Municipality. With regard to the financial aspect of the bill, I think it is even more discouraging than the matters I have just alluded to. It is quite possible that if we are disposed to take a sanguine view of the future, we might consider that we should no more be troubled with reckless or uncontrollable Municipal Commissioners, and that of course if the laws are administered by good men, and even if those laws might be bad, little harm after all would be likely to result. But I can see no escape from dangers. We find that in clauses 136 and 137 the Municipal Corporation are bound to provide funds for objects which are so very numerous, and so very wide and extensive, that I shall not attempt to take up the time of the Council by enumerating them. I shall, however, allude to one single instance—the Lunatic Asylum,—which is here referred to as an object which the Act authorises to be constructed out of municipal funds. Probably if Government did call upon the Corporation to build a lunatic asylum, the answer would be that under this clause it was only "authorised" to do so, and that this was not one of those points which, under section 137, the Corporation was compelled to carry out. But seeing this object included in the same clause as that of the police, I think a very strong argument might be based upon it, that as the Corporation is bound to furnish funds for the police, evidently no distinction is to be drawn between that and the lunatic asylum. I find that if clause 137 is to be rigidly enforced, as it no doubt will be under section 41, there is actually no limit to the taxation and expense which are in store for Bombay. I have made some inquiries into the matter of the water supply, although not so fully as I might have done had more time been permitted for the consideration of the bill, and I have been told that another conduit pipe will certainly be required within a few years to supply water either from Vehar or some of the other reservoirs which have been constructed—that, in fact, the present pipe which brings the water into Bombay has been laid for such a length of time, and was originally so defective, that it must necessarily be replaced, and whether it is replaced or not the water supply will not be sufficient unless a second pipe is added. Where the money is to come from for this I cannot imagine, because I think any one acquainted with Bombay will at once give it as his opinion that the town is already overburdened with a taxation which is crushing, which is doing harm to the town—in fact, driving people out of the town—and which is also injuring trade. It seems to me quite impossible to attempt any further increase upon the municipal taxation. But this water supply question is only one of many. There is the drainage question, and that alone would probably require the town to incur a debt as large again as the debt it is now groaning under. I think these great works, which Government may compel the city to undertake at any time under clause 40, should be left to depend upon the discretion of the Corporation. I know it will be said that Government are not likely to inflict any injustice upon the town, but with every disposition to put some faith in Government I think we may instructively look back to what has happened before. The town is now saddled with a debt of £370,000, which I think may be said to be entirely due to the action of Government in constructing the Vehar water works. I need hardly detail the history of these works, but this fact is well known, that their construction was so mismanaged and extravagantly conducted that the original estimates were quadrupled; and the Bombay Government itself, in writing to the Government of India upon the subject, had to avow that far more money had been spent upon the works than what was necessary. Sir Michael Westropp, who was Advocate-General at the time, gave it as his opinion, I believe, that except by this express Act the town was in no way liable for this heavy debt, or for a large part of it, which had been ruthlessly imposed upon the town by Government, and that the town had had no voice in the management of the works while they were being carried on, and that it was only by the course taken by Government that the debt had been contracted. I therefore think it would only be right if Government allowed the citizens to have more voice in such a matter of great importance, especially as it has to pay. My own views on the subject were formed some days ago, but I lately received a letter from a gentleman, who, I suppose, of all others in Bombay is most intimately acquainted with the class of persons upon whom the municipal taxes fall with most cruel effect. If I may be permitted I shall read to the Council a few lines from this letter. The writer says—"The great feature in the bill is the heavy amount of taxation that is to be put on at a period in our history when poverty abounds, labour almost unremunerative, credit non-existent, and the city least able to bear the burden. There must be, an exodus, and there will be. The labouring classes and the poorer shopkeepers are always more prepared for a flitting than similar people in Europe. That the city is new as regards complete and scientific municipal government; that it owns no property; that the people are essentially poor and cannot provide great works as quickly as in European cities; and that the burden of several generations is to be placed upon a single generation, are great facts which have either been imperfectly seen or lost sight of. It is not upon realized or invested capital that all the new taxation is to fall, but simply upon the trade and industry of the place. In the history of Municipalities, was it ever known that a city was required to provide out of daily earnings in twenty years work that would place the city amongst the very forward in progress? The works may be carried out and the victory achieved, but at what risk? at what sacrifice? We miss the benignity of Government, nor can we discern its magnanimity; instead of these we see throughout the bill the power of fixed bayonets accompanied with the cry "Your money or your life."

The Hon. Mr. Tucker—Might I ask who the writer is?

The Hon. Mr. Forbes—He is a well known citizen and a Justice of the Peace. I do not know that I should be at liberty to say more. I think, therefore, that if Government is going to look upon clause 137 as really to be enforced in all its rigour, it would have been well if some attempt had been made to provide the Municipality with more funds. Here in Bombay we find that all the property around the town is Government property. In England we find many corporations possessed of great property of their own, and the capacity of such corporations for undertaking large works cannot be applied to Bombay, which must have its municipal fund strengthened before it can carry out any new works. I sincerely hope that, looking further into this question, the Bombay Government will assist the Corporation on the earliest possible opportunity in applying to the Government of India for some relief from its present burdens. I have endeavoured to touch upon the constitutional and financial aspects of the bill, and seeing that under the constitutional clauses members of the Corporation will be placed in such an unfavourable position as regards their powers, and seeing that the prospects of more taxation are so very alarming, I really cannot look forward with anything but serious forboding to the effects of this bill should it be brought into force. I must confess that so far as I can see at present the town of Bombay was better off under the old bill, and if some modifications had been made upon that bill and some arrangements made where by the promised attempt at representative institutions would be brought into play, we should have been still better off. Before concluding I would mention that the illustration which the Hon. Mr. Tucker made use of with regard to the limited power granted to the Corporation was not very appropriate. He said if I were to send an agent to Kurrachee I would take care to limit his powers, but in the case before us it should be borne in mind that it is not the property of the Government which is to be taxed—it is not the Government who are deputing some one to look after their property in this case—it is the property of the inhabitants of Bombay; and I may remark that I think it is universally acknowledged that every man is best able to look after his own affairs, and so should the Corporation of Bombay. If the Hon. Mr. Tucker's illustration is anything, it is an argument not far limiting the power of the Corporation but for strengthening it. I conclude these remarks by once more expressing my regret that there has not been more time given to look into the bill, and I must make this the excuse if there have been some important subjects which I have not been able to look into thoroughly.

[To be continued.]

A LOCAL poet indited a sonnet to his sweetheart, entitled "I kissed her sub-rosa." The compositor knew better than that, and set it up in printer's Latin, "I kissed her sub-nosa."

INDIAN ITEMS.

WE see that the price realized by the cinchona bark exported from Java to Amsterdam was from one franc to two francs sixty-three centimes per half kilogramme.

A TERRIBLE FIRE AT TONK.—The *Naf-ul-Azim*, reports that a terrible fire recently broke out in Tonk, near Motee Bagh, which destroyed 170 houses, and burnt the hands and feet of two women. The Nawab granted Rs. 10,000 from the royal treasury to the sufferers in order to repair their loss.—*Delhi Gazette.*

WE are informed that a German, holding the post of engineer on one of the railways, has been committed by the Magistrate of Benares, Mr. J. J. F. Lumsden, to the Sessions, under section 373 of the Indian Penal Code, and that his trial will take place before the Judge of that district, Mr. Maynard Brodhurst, on the 19th instant. The case was inquired into by the District Superintendent, Captain G. F. I. Graham, who himself proceeded to the spot. Mr. Fuller, pleader, has been retained for the defence.—*Ibid.*

MR. RICHARDSON'S ANTIDOTE AGAINST SNAKEBITE.—Captain W. O'Dowda, a District Superintendent of Police in the North Western Provinces, has furnished Mr. J. T. Richardson with a certificate of the efficiency of his antidote for snake-poison. In this certificate we find the following passage:—"I am happy to be able to inform you that, to the best of my belief, in every case but one in which the powders were given, a cure was effected, and the case in which your antidote failed was that of a man who was brought dead to the police station." There is a section in the Penal Code referring to the offence of offering an indignity to a corps, which may be circulated with advantage among the police stations entrusted to Captain O'Dowda.—*Indian Daily News.*

THE MAYO INDUSTRIAL SCHOOL.—We have only just seen the prospectus of the Mayo Industrial School for European and Eurasian girls at Simla. A committee has been formed which has made itself responsible for the pecuniary liabilities hitherto borne by Mrs. Tytler. Rs. 30,000 are required at once to defray the debt on the building, and the monthly expenses now amount to Rs. 700, although there are only 23 children in the institution which, it is hoped, will eventually receive 100 inmates. This is a bold venture, when it is remembered that the Pratt Memorial has raised very little more than thirty thousand rupees. But the patronage of great people goes a long way in India, and we do not despair of seeing the money raised. Except for its location in the hills, the institution seems to have very much the same scope as the Pratt Memorial School, and it seems unfortunate that there should be the prospect of two struggling establishments instead of one noble and well endowed school for girls. —*Indian Church Gazette.*

WE have been requested to state, for the information of subscribers to the testimonial, and others who may wish to see it, that the portrait of Sir William Grey, painted for the Chamber of Commerce, has been received.—*Englishman.*

THE COLONISATION OF THE HIMALAYAS.—The proposal to form a colony of Englishmen in the Himalayas is assuming a more practical shape than it has ever done hitherto, as a programme of what is intended to be carried out is published in the columns of the *Delhi Gazette*. Like most modern undertakings, it is to be carried out by means of a limited-liability company, called the Himalayan Colony Company, Limited, with a capital of Rs. 500,000, in one thousand shares of Rs. 500 each, of which the first instalment of Rs. 100 is to be paid on the 1st of January 1873, and the remainder by similar instalments every three months. The locality selected is in the districts of Kumaon and Garhwal, at an elevation of from five to six thousand feet, conveniently near an excellent market, with water-power available for mills. The approach is by rail to Baranagar, and then by cart road. The principal settlement is to consist of a small town with church, schools, market, library, infirmary, and townhall, with farms, plantations, and gardens around it. The Government of the colony is to be vested in a Municipal Council to be elected by the shareholders, with a president elected by the Council; and Government is to be asked to invest the president and one or two other members of the Council with the powers of Justices of the Peace. Mr. H. Herbert, C.E., has been appointed honorary secretary.—*Ibid.*

THE REPORT OF THE EUPHRATES VALLEY RAILWAY COMMITTEE.

THE Select Committee appointed to examine and report upon the whole subject of railway communication between the Mediterranean, the Black Sea, and the Persian Gulf have considered the matters to them referred, and have agreed to the following report:—

"Your Committee have to report that, in compliance with the directions of your Honourable House, they have taken evidence upon the whole subject of railway communication between the Mediterranean, the Black Sea, and the Persian Gulf.

"They find that at the present time no such communication exists, nor is any plan for establishing it in course of execution, though it has been stated to them that the Turkish Government has it in contemplation to extend the line of railway now in course of construction from Scutari towards Bagdad, thereby connecting Constantinople and the Black Sea with the Valley of the Tigris, whence the line might at a future time be continued to the Persian Gulf. The Russian system of railways is nearly completed as far as Tiflis, and may shortly be expected to reach Reched on the Russo-Persian frontier. It is surmised that this system also might at a future time be extended to the Gulf, which would thus be brought into communication with the Black Sea at Poti. This is, however, as yet mere matter of speculation.

"Your Committee have also heard some evidence as to the desirableness of establishing railway communication between Trebizond, or some other port on the Black Sea, and the head of the Persian Gulf; but it does not appear to them likely that such a line would be undertaken as an independent speculation, while they are of opinion that no line starting from the Black Sea would be of sufficient value to English interests to make it worth their while to go deeply into the question from an English point of view. It has seemed to them, therefore, that they would most properly discharge their functions by confining their attention to the question of establishing a route to the Persian Gulf from some port on the Mediterranean to which British ships could at all times have easy and uncontrolled access, and which would be likely to be available whenever required for the transmission of troops and mails, as well as passengers and goods, to India.

"Upon this point they have not only taken the evidence of a number of official and non-official witnesses, but have also obtained, through the kindness of the Secretary of State for Foreign Affairs, a series of reports from certain of Her Majesty's Consuls who were considered by his Lordship to be the best qualified to furnish valuable information on the subject. These reports, which are highly interesting, will be found in the Appendix.

"The evidence which your Committee have taken, and to which much more might have been added, has satisfied them that there is no insuperable obstacle in the way of the construction of a railway from some suitable port in the Mediterranean to some other suitable port at or near the head of the Persian Gulf; that there is more than one port which might be selected either end of the line; that there are several practicable routes; that there would be no difficulty in procuring the necessary supply of labour and of materials for constructing a railway; and that there need be no apprehension of its being exposed to injury by natives, either during the process of its construction or after it shall have been completed. They find, too, that there is reason to expect the sanction, if not the active concurrence, of the Turkish Government in any well-conceived project that may be presented to them.

"Of the various routes which have been discussed before your Committee, the following appear to be the most important:—

"1. A line starting from Alexandretta (Scanderoon), or from Suedia, near the mouth of the Orontes, passing through Aleppo to the Euphrates, at or near Jaber Castle, and thence carried down the right Bank of the river to Grane (Koweyt), on the western side of the Persian Gulf.

"2. A line starting from one of the same points, crossing the Euphrates at Belis, passing down the left bank of the river, or the right bank of the Tigris, to a point nearly opposite Bagdad, recrossing the Euphrates and proceeding to Grane.

"3. A line starting as before, crossing the Euphrates at Bir, thence going round to Orfah and Diyarbekir, and following the right bank of the Tigris to Bagdad, whence it would follow route No. 2.

"4. A line somewhat like the last mentioned, but following the left instead of the right bank of the Tigris.

"5. A line starting from Tripoli, and proceeding across the desert, by way of Damascus and Palmyra, to the Euphrates, whence it might follow either of the Euphrates routes.

"Several witnesses have discussed the relative advantages of the various termini, both on the Mediterranean and on the Persian Gulf; the principal question with regard to the former being whether Alexandretta or Suedia should be preferred; while with regard to the latter, there have not only been questions between different ports, such as Bussorah, Mohammerah, Core Abdullah, Grane, and Bushire, but the further question, whether the line should not be carried along the whole northern shore of the Gulf, so as to establish direct communication with the Indian railway system at Kurrachee.

"The principal argument in favour of Alexandretta is that it possesses a fine natural harbour. The objections taken to it are, first, that it is an unhealthy place; and, secondly, that a railway starting from it would have to be carried across more difficult country than would be encountered on a line from Suedia up the valley of the Orontes. Suedia, it is said, is far more healthy than Alexandretta; but, on the other hand, there is no port there, and should it be chosen as the terminus great expense must be incurred in making one. The advocates of Alexandretta contend that its unhealthiness even at present is much exaggerated; and, further, that a much less expenditure than would be required to make a port at Suedia would be sufficient to drain the marshes which are the principal cause of the insalubrity of Alexandretta. It has also been shown by recent engineering evidence that there would be no difficulty which could not be readily overcome in the line between Alexandretta and Aleppo, and that it would be even preferable to the line of the Orontes. Your Committee have not the means of forming a decided judgment on these controverted points, and are of opinion that should a railway be undertaken it would be desirable that the relative advantages of these two Mediterranean termini should be carefully investigated by a competent commission.

"With regard to the third port which has been mentioned, namely, Tripoli, your Committee would refer to the evidence given in its favour by Captain Burton, which is not, however, supported by that of the other witnesses whom they have examined. So far as the information they have obtained goes, they are disposed to prefer Alexandretta to Tripoli as the point of departure, even for a line down the right bank of the Euphrates; while, should a line down the Tigris be preferred, or should it be thought desirable to connect the new line with the projected Turkish system, there can be no doubt of the superiority of the former terminus.

"As regards the terminus on the Persian Gulf, your Committee are decidedly of opinion that it would be better to carry the line to some point where it might be brought into communication with the steam vessels which are now under Government subvention to carry the mails, and which ply from the Indian ports to Bussorah, than to continue it along the coast to Kurrachee by a very expensive and probably unremunerative route. Of the particular ports which have been mentioned, they are inclined to prefer the port of Grane; but upon this point, as well as upon the selection of a port on the Mediterranean, they think that a local inquiry, conducted by competent scientific authorities, with a special reference to the purpose in view, would be desirable.

"Passing from the question of the termini to that of the route itself, your Committee find that the arguments in favour of and against the Euphrates and the Tigris routes respectively, may be thus stated:—

"The Euphrates route is considerably the shorter, would be the cheaper to make, and, assuming an equal rate of speed, would afford the quicker passage for persons, troops, or mails passing between England and India. The Tigris route might attract the larger amount of traffic, and would connect itself better with the projected Turkish system.

"Upon the whole your Committee are of opinion that if the enterprise were to be regarded simply as one effecting British interests it would be the wisest course to adopt the shortest and most direct line not open to very obvious objections, and that one of the two routes by the way of the Euphrates should be preferred, leaving it for those who are interested in the improvement of the communications with the towns on the Tigris, or further east, to connect those towns with the main line by one or more branch railways, and by the use of the water communication which exists between the two rivers. But if other considerations are to be taken into account, and if the co-operation of the Turkish Government is to be sought in the construction of a railway, it may well happen that that Government may see reason to prefer the route by way of the Tigris, and any such preference ought to be a material element in the determination of the question.

"Your Committee, therefore, having arrived at the conclusion that there is no probability of any line being constructed by unassisted private enterprise, have now to consider the following question:—

"Is it worth the while of England to undertake the making of a line in conjunction with Turkey, and is there, in that case, a probability that a practical arrangement can be made?

"There can be no doubt that if the Government of England were to give its support, in the form of an adequate guarantee, the Turkish Government would give its general countenance to the undertaking, whatever might be the route that was chosen. It is the opinion of many very competent witnesses that it would be worth the while of this country to give such a guarantee, even though it should involve a considerable pecuniary sacrifice. Others are of a different opinion, and, though admitting that England would derive certain advantages from the opening of a railway through Mesopotamia, do not consider that those advantages would be of sufficient importance to justify a serious national expenditure.

"Among the witnesses whose evidence tends most strongly to support the policy of incurring the cost or risk of a national guarantee, your Committee may mention Viscount Stratford de Redcliffe, Lord Strathnairn, Sir H. Bartle Frere, Sir Donald Macleod, Mr. Laing, Colonel Sir H. Green, Colonel Malcolm Green, Captain Tyler, R.E., Mr. W. Gifford Palgrave, &c.

"Among those who suggest considerations tending to throw doubt on the propriety of such an expenditure, your Committee would call attention to the evidence of Lord Sandhurst, Sir H. Rawlinson, Major Champain, &c.

"Your Committee have had laid before them a despatch from the Government of India expressing an earnest desire that it may be found practicable to carry out the project, which, it is observed, would be of considerable, but not of paramount importance to the interest of that country. They infer from it that the Indian Government, while it would be prepared to avail itself of the railway, if made, and of course to pay for the services it might require, would object to join in any direct or indirect expenditure for the purpose of obtaining its construction.

"Your Committee have had under their notice an important semi-official correspondence, which has been laid before them by Sir George Jenkinson, a member of the Committee, explanatory of the views of the Turkish Government upon the question. This correspondence will be found at Question 813 in the evidence of 1871, and at question 709 in that of 1872; but your Committee think it desirable, for the purpose of putting it in a convenient form before your honourable House, to incorporate it in this report, as follows:—

"'30, Eaton-place, Feb. 16, 1870.

"'Your Excellency,—Having well considered the conversations we have had together respecting a railway from Alexandretta to Aleppo, and from Aleppo to Bagdad and Bussorah, at the head of the Persian Gulf, I now, before taking any step in the House of Commons with reference to it, wish you to inform me positively whether your Government consents to the construction of such railway on its own account, under the direction and working control of a mixed committee to be appointed jointly by the English and Turkish Governments, and upon the following conditions:—

"'1. The funds to be raised by means of an Ottoman Loan, the interest of which to be counter-guaranteed by England at the rate of 4 per cent. per annum and 1 per cent. for a sinking fund,

"'2. The proceeds of such loan, when raised, to be deposited in the Bank of England in the names of the mixed committee as before defined, and to be applied by them exclusively for the construction of the railway and the provision of the necessary rolling stock, and for no other purpose.

"'3. All the land necessary for the railway and for all the works in connexion therewith to be provided free by the Turkish Government.

"'4. In order to secure with regularity and certainty the payment of the interest upon the loan, the following stipulations to be agreed upon and enforced:—

"'(1st.) The net income proceeds of the working of the railway when made, wholly or in part of it, to be paid into the Bank of England, and applied exclusively to the payment of the interest and the sinking fund.

"'(2d.) The customs duties and port charges of the ports of Alexandretta and Bussorah, as well as certain revenues and other resources of the provinces through which the railway may pass, to be assigned by the Turkish Government to the mixed committee as a security for the payment of the interest of the loan, and of the sinking fund.

"'5. The Turkish Government to guarantee to England the privilege of the conveyance of troops at all times by the railway to and from this country and any of Her Majesty's Eastern possessions, and at a rate not exceeding that which will be paid for the conveyance of troops belonging to the Ottoman Empire, and upon such other conditions and regulations as shall be settled and agreed upon by a convention between the English Government and the Sublime Porte.

"'6. The transport, free of any charge, at all times by the railway of all English mails to and from this country and any of Her Majesty's Eastern possessions.

"'7 Until the extinction of the loan by repayment of the principal and interest, the English Goverment, and the bondholders, as represented by the committee, to have an absolute mortgage upon the railway and land and works. In requesting a reply from your Excellency to this communication, I hope I may receive your authority to make such use of it as the furtherance of the object in view may render necessary.' "I believe me, &c.,

"'GEORGE JENKINSON.

"'His Excellency Musurus Pasha, Ambassador of the Sublime Porte.'

"'Imperial Ottoman Embassy, 13th March, 1870.

"'My dear Sir George,—Having communicated to my Government the contents of your letter of the 16th ult. respecting the project of a railway from Alexandretta to Aleppo, and from Aleppo to Bagdad and Bussorah, I hasten to inform you that, after mature consideration, the Sublime Porte has authorized me to declare to you that they accept and undertake to carry out all the conditions contained in your letter above referred to. In communicating to you this decision of the Imperial Government, I do not hesitate to give you, according to your request, full authority to make of this letter such use as you may think necessary.

"'Believe me, &c., "'MUSURUS.

"'Imperial Ottoman Embassy, London, Aug. 7.

"'Dear Sir George,—I can only think of one point which admits of any explanation, and that is with regard to the preference which I have shown for a railway between Alexandretta and Bussorah through Aleppo; you are well aware that I should like to see constructed a railway from Constantinople to Bussorah, and the Imperial Government would readily grant the same terms for making it; but, as I fear this is more than can be accomplished at present, I content myself with the line from the Mediterranean for the Persian Gulf; whether the valley of the Euphrates or Tigris be preferred is immaterial for me; but it seems that by the former, which has been already surveyed, the railway would be the shortest and the easiest to be made, in consequence of the flatness of the country, and therefore the cheapest. So that you see it is not the conditions of the Turkish Government which are wanting to any other line, but rather the cheapness and natural advantages offered by the Euphrates Valley route, especially to England, whose assistance is requisite.'

"It will appear from this correspondence and from the evidence of Sir G. Jenkinson (see particularly question 813 of 1871) that the Turkish Government would be disposed to entertain favourably any proposal which Her Majesty's Government might make for the construction of a railway under the control of a mixed committee appointed jointly by the two Governments, with funds to be raised by a loan contracted by the Turkish Government, and partially guaranteed by the Government of England.

"Your Committee are decidedly of opinion that, if steps are to be taken towards the construction of a line, the best course will be for Her Majesty's Government to place themselves in communication with the Government of Turkey, with a view to some arrangement of the nature above described; and that the two Governments should jointly undertake a survey for the purpose of deciding upon the precise route to be adopted.

"Your Committee have not obtained full information as to the cost of any of the lines which have been proposed; but they think it probable that the sum of £10,000,000 would be amply sufficient to cover the expense of the shortest route, at all events.

"What, then, are the advantages which the country might expect to gain from this possible expenditure? They are principally those to be derived from the more rapid transmission of mails, and from the possession of an alternative and more rapid route for the conveyance of troops, and from the great commercial advantages, both to India and England, which the opening up of the route would confer.

"The amount of time that might be saved in the transmission of mails from England to Bombay is variously estimated by different witnesses, some placing it at four days, others as high as seven or eight days; but it must, of course, materially depend upon, first, the length of the railway, and, secondly, the rate of speed at which the trains can travel, which again depends partly upon the gauge to be adopted, and thus the question is resolved into one of cost. Captain Tyler, R.E., who has gone carefully into the question, states the saving of distance by the Euphrates route from London *vid* Brindisi and Scanderoon to Bombay, as compared with that *vid* Brindisi, Alexandria, and Suez, at 723 miles, and estimates the saving of time at 92 hours. The adoption of Kurrachee as the point of debarkation, instead of Bombay, would, of course, materially enhance the saving, and during the season of the monsoon the gain would be increased by avoiding the Indian Ocean.

"With regard to the conveyance of troops, your Committee have taken the opinions of several highly competent witnesses, Lords Strathnairn and Sandhurst, successively Commanders-in-Chief in India, Sir Henry Rawlinson, Sir Bartle Frere, and others. As respects the comparative advantages of the proposed railway route and the route by the Suez Canal for the purpose of the ordinary reliefs some difference of opinion prevails. The advantage of gaining some days in point of time is counterbalanced, in the opinion of some witnesses, by that of being able to send the men from the point of departure to that of destination without transhipment. Lord Sandhurst and Sir Henry Rawlinson prefer the Suez route on this ground. On the other haud, Lord Strathnairn and Colonel Sir Henry Green consider that in the winter the shorter route would be the preferable one. But nearly all the witnesses concur as to the importance of having a second or alternative route available in case of the first being impeded, or in case of an emergency arising which might call for the rapid despatch of troops, especially if they were wanted in the north-west of India.

"The importance of the proposed route by way of the Persian Gulf would, of course, be materially enhanced, especially as regards the conveyance of troops, by the completion of the works now in progress at the harbour of Kurrachee, and of the Indus Valley and the Lahore and Peshawur Railways. Your Committee have, therefore, taken the evidence of Mr. Thornton, the Secretary to the Public Works Department at the India Office, and of Mr. Parkes, the consulting engineer to the Secretary of State for India for the harbour at Kurrachee, who have spoken most favourably of the works now in progress there. Your Committee gather from the evidence of these gentlemen that the harbour which is already available for the landing of troops and mails, will in the course of two more years be capable of receiving the large Indian troopships. They are not aware of the period within which the system of railways connecting Kurrachee with Peshawur may be expected to be completed, but whenever this shall have been done there can be no doubt that a route by way of the Persian Gulf and Kurrachee will afford means of communication between England and the Punjab and north-west frontier of British India superior to those afforded by the way of Suez and Bombay.

"Speaking generally, your Committee are of opinion that the two routes, by the Red Sea and by the Persian Gulf, might be maintained and used simultaneously; that at certain seasons and for certain purposes the advantage would lie with the one, and at other seasons and for other purposes it would lie with the other; that it may fairly be expected that in process of time traffic enough for the support of both would develope itself, but that this result must not be expected too soon; that the political and commercial advantages of establishing a second route would at any time be considerable, and might, under possible circumstances, be exceedingly great; and that it would be worth the while of the English Government to make an effort to secure them, considering the moderate pecuniary risk which they would incur. They believe that this may best be done by opening communications with the Government of Turkey in the sense indicated by the semi-official correspondence to which they have already drawn attention.

"July 22, 1872."

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